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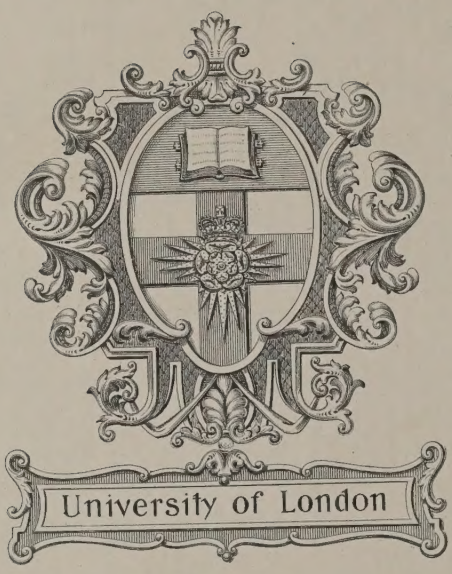
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ACCOUNTS AND PAPERS:

TWENTY-SIX VOLUMES.

—(17.)—

RAILWAYS.

Session

31 *January* —— 29 *July* 1856.

VOL. LIV.

1856.

ACCOUNTS AND PAPERS:

1856.

TWENTY-SIX VOLUMES:—CONTENTS OF THE

NINETEENTH VOLUME.

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TO

THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE AND FOREIGN PLANTATIONS

OF THE PROCEEDINGS OF THE DEPARTMENT

RELATING TO

RAILWAYS,

FOR THE YEAR

1855.

Presented to both Houses of Parliament by Command of Her Majesty,
26th June 1856.

LONDON:
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FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

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REPORT.

Railway Department, Board of Trade,
Whitehall, May 27, 1856.

My Lords,

I have the honor to lay before you the following Report upon the proceedings of this Department, and the principal points of interest which have come under its cognizance during the year 1855.

Railway Legislation.

The number of Railway Bills which came before Parliament in the session of 1855 amounted to 104, and the length of new line proposed to be authorized amounted to 655 miles. But of these Bills only 73 were passed; and the total length of line actually authorized was 363 miles.

The following Table shows the number of Railway Acts passed in each Session since 1846, together with the length of new lines and amount of capital authorized by those Acts:—

Year.	Number of Railway Acts.	Length of Line authorized.	Amount of Money authorized to be raised.
		Miles.	£
1846	270	4,538	132,617,368
1847	190	1,354	39,460,128
1848	85	371	15,274,237
1849	34	16	3,911,331
1850	34	8	4,115,632
1851	61	135	9,553,275
1852	51	244	4,333,834
1853	106	940	15,517,601
1854	71	482	9,211,602
1855	73	363	9,192,038

Of the 73 Acts passed in 1855, 53 had reference to the construction of works; the length of new line authorized by these 53 Acts was as follows, viz., 196 miles in England and Wales, 76 miles in Scotland, and 91 miles in Ireland.

The lines authorized in England and Wales were chiefly extensions or branches connected with railways already authorized. The most important were the following, viz.:—

The extension of the East Kent Railway from Canterbury to Dover; by this line direct railway communication will be afforded between Dover and the naval and military arsenals in North Kent, as also a shorter line between Dover and the metropolis than is afforded by the South Eastern Railway.

The Newtown and Oswestry Railway deserves notice, as forming a link in a line of railway communication which will probably eventually connect the manufacturing districts with Milford Haven.

The Carlisle and Silloth Bay Railway is an extension of the Port Carlisle Railway to a new harbour on the Solway Frith.

Among the lines authorized in Scotland may be noticed the Glasgow, Dumbarton, and Helensburgh Railway, proposed to be constructed along the north bank of the Clyde from Glasgow to Helensburgh, and the Banff, Macduff, and Turriff Railway. The remaining lines were merely short branch lines in connexion with existing railways.

In Ireland were authorized an extension of the Dundalk and Enniskillen Railway to Cavan, and of the Ulster Railway to Monaghan.

The Belfast and County Down Railway Company was authorized to make a line to connect Downpatrick with Belfast. A few other short branch lines were also authorized.

As your Lordships are aware, the Select Committee on Railway and Canal Bills in 1853 recommended, and the House of Commons has acted on the recommendation, that with a view to securing uniformity in legislation a General Committee on Railway and Canal Bills should be appointed in each Session of a character more permanent than had until that time been the practice, in order to secure a comprehensive review of all schemes submitted to Parliament; and that for the investigation of contested bills, the Committee should divide the country into districts, settle questions of principle, and make arrangements for uniformity in the decision of questions in which more than one district might be interested; and so direct the investigation of schemes within the several districts, as to secure for the public the utmost advantage that might be derived from a judicious combination of new lines with those already existing.

Your Lordships caused a general Report upon the Railway Bills of the Session of 1855 to be laid before this General Committee, in which its attention was called to the following recommendations of the Select Committee of 1853; viz., 1st, that running powers should only be conceded in cases where the free transit from one system of railways to another cannot be practically insured by other means; 2nd, that amalgamation between large companies should not be permitted except under very special circumstances; 3rd, that working arrangements for the conduct of the traffic and the division of the profits should be sanctioned under proper conditions, and for limited periods.

In ten Bills, application was made for one Company to be empowered to run over the line of another Company, but in only five cases were these powers granted, and these were cases where it was necessary for one Company to pass over a short piece of line belonging to another Company, in order to reach a station to be used jointly.

In twelve cases, application was made for one Company to be allowed to be amalgamated with, or for its line to be transferred to, another Company; but it was only in seven cases of small lines closely connected with, or subordinate to, existing railways, that the applications were acceded to.

The most important class of Bills were those in which one Company proposed to enter into traffic and working arrangements with another Company. Powers of this nature were included in forty Bills, of which twenty-seven Bills were passed.

These Bills generally provide for the working by a large Company of a line of railway in connexion with it belonging to a smaller Company, the object being to enable one Company to make arrangements with another Company for the maintenance of the line, the management or the interchange of traffic, and the apportionment of the receipts.

The duration of these arrangements was in every case, except two which involved special circumstances, limited to a period of about ten years: in most cases, the Act conferred a power to renew the agreement at the expiration of ten years without application to Parliament, upon the approval of your Lordships.

The object of limiting the duration of the agreements, as stated by the Select Committee of the House of Commons in 1853, was that if the agreement were found prejudicial to the public interests, an opportunity would be afforded of its periodical revision.

Of the Bills of this class, the one which proposed to take the largest powers was one for the improvement of the communication between England and Ireland. It was, however, considerably modified, and the Act was limited to enabling the London and North Western and Chester and Holyhead Railway Companies to raise money for improving the means of conveying the passenger and parcels traffic between Holyhead and Dublin.

There were three Bills which bore upon the question of gauge, which deserve notice. The diversity of gauge which exists in this country has undoubtedly stimulated mechanical science, but it has been the occasion of a large expenditure, and of frequent contests between Railway Companies in Parliament, and it causes great inconvenience to that traffic which requires to pass from one system to the other; nor does the mixed gauge, which involves great expense, remove all the evils of a break of gauge.

The first of the three Bills proposed to form a Company, with powers to construct a short narrow-gauge line at Reading, to connect the Reading, Guildford, and Reigate Railway with the narrow-gauge line which the Great Western Railway Company are constructing between Oxford, Reading, and Basingstoke. The line was not judiciously selected, and the Bill was therefore not passed. But of the desirability of such a communication there can be no question, as it would form a most important link to connect the system of narrow-gauge lines south of London with those north of London.

The other two Bills were introduced by the Oxford, Worcester, and Wolverhampton Railway Company, with the object of being relieved from the obligation incurred under former Acts of laying down the broad gauge. Of these Bills one was withdrawn.

The case of the other Bill exhibits the uncertainty which still prevails in the Legislation for Private Bills.

This Bill, which involved an important question of principle in railway legislation, was passed by the House of Commons, but was thrown out in the House of Lords.

The proceedings of the House of Commons with respect to the London and South Western Railway Bill also deserve notice.

It will be in the recollection of your Lordships, that in 1853 the London and South Western Railway Company opposed a Bill promoted by the Great Western and Bristol and Exeter Railway Companies, for a railway termed "The Devon and Dorset Railway;" and that this Bill was thrown out by the House of Commons, upon a pledge being given by the London and South Western Railway Company that they would introduce a Bill in the following Session for a continuation of their line to Exeter.

But, having obtained their object, the London and South Western Railway Company repudiated their pledge. Consequently, when the Company brought forward a Bill for other objects in 1855, the House of Commons referred the consideration of the Bill to a Committee of nearly the same Members to whom the Devon and Dorset Railway Bill had been referred in 1853. This Committee inserted clauses into their Bill by which the Company were bound, under the penalty of a stoppage of their dividends, to introduce into and use their best endeavours to pass through Parliament a Bill for a narrow-gauge line to Exeter.

It became the duty of the Inspecting Officers of this Department, under a standing order of the House of Commons, to report upon the level crossings proposed in Railway Bills.

In considering the subject, it is necessary to bear in mind that level crossings are a source of danger, and that as many as 35 people unconnected with the railways were killed at level crossings, and 6 persons were injured, during the year 1855. It may also be observed that level crossings entail a considerable permanent expense on a Railway Company, from the necessity of maintaining signals, lodges, gates, and gatekeepers. It was, however, impossible to frame any rules by which the Inspecting Officers could be exclusively guided in making their reports, as each case involved many special circumstances, but they endeavoured as far as possible to adhere to the following general principles, viz.:—

1st. That in all cases where the engineering difficulties would be slight, so that the expense of erecting a bridge would not materially differ from the sum of the cost of providing and the capitalization of the annual cost of maintaining signals, lodges, gates, and gatekeepers, the level crossing should not be recommended, unless the erection of a bridge would, from the general nature of the district, sensibly interfere with the local traffic.

2nd. That in cases of unimportant roads, where the engineering difficulties and expenses entailed by a bridge would be considerable, the level crossing should be recommended.

3rd. That in the case of important roads and streets, where the traffic was large, the level crossing should not be recommended, unless the construction of a bridge involved very special difficulties.

The number of level crossings proposed by the Bills which became Acts amounted to 237, and of these 102 level crossings were authorized.

In a few cases of thoroughfares, along which a large number of foot passengers passed, but where the traffic of vehicles, &c. was small the level crossing was retained for vehicles, a bridge being erected for the foot passengers.

The cases in which powers have been conferred upon your Lordships by the Special Acts of last Session are sixty-three in number, and the clauses in which these powers are conferred will be found in the Appendix, No. 5.

Development of Railway Communication.

The total length of line authorized by Parliament down to the end of 1855 amounted to 14,346 miles; but of this 1,495 miles have been abandoned by subsequent Acts or by warrant under the authority of the Commissioners of Railways, and consequently there remain 12,851 miles for which the Parliamentary powers which were obtained have not been repealed. Of these 8,280 miles were open at the end of 1855; and 4,571 miles which have received the authority of Parliament remain to be opened.

This length of line is distributed throughout the United Kingdom as follows:—

—	Length of Line open on 31st Dec. 1854.	Length of Line opened during 1855.	Length of Line open on 31st Dec. 1855.	Length of Line authorized, but not open, on 31st Dec. 1855.	Total Length of Line authorized by Parliament to 31st Dec. 1855.
	Miles.	Miles.	Miles.	Miles.	Miles.
England and Wales	6,114	96	6,210	3,276	9,486
Scotland - -	1,043	40	1,083	458	1,541
Ireland - -	897	90	987	837	1,824
Total - -	8,054	226	8,280	4,571	12,851

and the following table exhibits for each year since 1843 the proportions of railway authorized, opened, and abandoned under the authority of Parliament.

Table showing the Length of Railway authorized previous to the end of 1843 and in each succeeding year, opened for Traffic during each Year, and the proportion remaining to be completed at the end of 1855; also showing the Total Length of Railway opened for Traffic in each Year since 1843.

—	Length of Line opened.													Total length of Line opened to December 1855.	Length of Line authorized at the end of 1843, and during each subsequent year.	Decrease by abandonment, deviation, &c. under authority of subsequent Acts.	Length of Line after reduction made in consequence of abandonment, &c. under the authority of Acts passed subsequently to 1843.	Length of Line remaining to be made.
	Previously to December 1843.	During 1844.	During 1845.	During 1846.	During 1847.	During 1848.	During 1849.	During 1850.	During 1851.	During 1852.	During 1853.	During 1854.	During 1855.					
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Of Lines authorized previously to December 1843.	2,033	204	131	16	2	1	–	–	–	–	–	–	–	2,390	2,390	–	2,390	–
Of Lines authorized in 1844	–	–	159	366	142	118	3	4	–	–	–	–	–	792	805	–	805	13
Of Lines authorized in 1845	–	–	6	224	573	604	311	213	65	106	122	50	26	2,300	2,700	56	2,644	344
Of Lines authorized in 1846	–	–	–	–	84	403	501	379	122	288	179	121	22	2,099	4,53[illegible]	989	3,549	1,450
Of Lines authorized in 1847	–	–	–	–	2	56	45	26	71	10	15	29	22	276	1,354	438	916	640
Of Lines authorized in 1848	–	–	–	–	–	–	7	–	7	16	–	11	–	41	371	7	364	323
Of Lines authorized in 1849	–	–	–	–	–	–	2	1	–	–	–	–	–	3	16	–	16	13
Of Lines authorized in 1850	–	–	–	–	–	–	–	2	4	–	–	1	–	7	8	–	8	1
Of Lines authorized in 1851	–	–	–	–	–	–	–	–	–	15	23	15	24	77	135	–	135	58
Of Lines authorized in 1852	–	–	–	–	–	–	–	–	–	11	11	106	21	149	244	2	242	93
Of Lines authorized in 1853	–	–	–	–	–	–	–	–	–	–	–	35	88	123	940	1	939	816
Of Lines authorized in 1854	–	–	–	–	–	–	–	–	–	–	–	–	23	23	482	2	480	457
Of Lines authorized in 1855	–	–	–	–	–	–	–	–	–	–	–	–	–	–	363	–	363	363
Total - -	2,036	204	296	606	803	1,182	869	625	269	446	350	368	226	8,280	14,346	1,495	12,851	4,571
Railways opened for passenger traffic belonging to private individuals, but which have not received Parliamentary Sanction - - - - - - - - - - - - -													17	17				
Total - - - - - - - - - - - - -													243	8,297				

With respect to 2,284 miles out of the 4,571 miles for which Parliamentary powers have been obtained, and which have not yet been opened, the powers for the compulsory purchase of the land and the completion of the works have expired. The proportion in which this is distributed through the several years is shown in the following table:—

TABLE showing the Proportion of Railway not open for Traffic, authorized previous to the end of 1843 and in each subsequent year, and which have not been abandoned by subsequent Acts; and the Proportion as to which the Time allowed for the Compulsory Purchase of Land and for the Completion of Works has expired without the Railways being completed, down to the end of 1855.

—	Length of Line authorized and not abandoned by subsequent Acts, which was not open for Traffic on the 31st December 1855.	Length of Line upon which the Powers for Compulsory Purchase of Land and Completion of Works had expired without the Railway being opened on 31st December 1855.	Railways for the Construction of which Parliamentary Powers exist.
	Miles.	Miles.	Miles.
Of Lines authorized previous to December 1843 - -	Nil.	—	—
Of Lines authorized in - 1844	13	13	—
1845	344	253	91
1846	1,450	1,134	316
1847	640	567	73
1848	323	257	66
1849	13	13	—
1850	1	- - -	1
1851	58	3	55
1852	93	44	49
1853	816	- - -	816
1854	457	- - -	457
1855	363	- - -	363
	4,571	2,284	2,287

Upon 213 miles out of the 2,287 miles for the construction of which Parliamentary powers exist, the powers for the compulsory purchase of the land have been allowed to expire without having been exercised; and this increases, therefore, the number of miles which it is not probable will ever be made to 2,497 miles.

The total amount of money authorized to be raised by Railway Companies, by shares and on loan, to the end of 1855, amounted to 374,971,966*l.*, of which 297,583,284*l.* had been raised, leaving 77,388,682*l.* to be raised. There are no means of ascertaining how much of this sum is apportioned to the miles of railway for which the Parliamentary powers have expired, but it may be assumed approximately that from 30,000,000*l.* to 40,000,000*l.* of this amount would have been applied to those portions of railway, and that it will not, therefore, be now raised.

Of the 8,297 miles open for traffic on the 31st December 1855, the proportion constructed on the narrow gauge, broad gauge, mixed gauge, and Irish gauge, is as follows:—

—	Narrow Gauge.	Broad Gauge.	Mixed Gauge.	Irish Gauge.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
In England - - -	5,345	667	206	- -	6,218
In Scotland - - -	1,092	- -	- -	- -	1,092
In Ireland - - -	8	- -	- -	979	987
Total - -	6,445	667	206	979	8,297

And by the following table is shown the length of single lines open for traffic at the same dates:—

—	Number of Companies having single Line.	Narrow Gauge.	Broad Gauge.	Mixed Gauge.	Irish Gauge.	Total.
		Miles.	Miles.	Miles.	Miles.	Miles.
In England - -	85	1,064	209	72*	- -	1,345
In Scotland - -	20	254	- -	- -	- -	254
In Ireland - -	21	2	- -	- -	568	570
Total - - -	126	1,320	209	72	568	2,169

From the above details, it appears that the length of new lines opened for traffic during the year 1855, including 17 miles of line belonging to private individuals, amounted to 243 miles; of these 235 miles were laid with only one line of rails.

*Thirty-nine miles of this length is laid with a second line on the narrow gauge.

Of the lines opened in 1855, the following are those which appear to be most important, viz.:—

The Hereford, Ross, and Gloucester Railway, a broad gauge line, which affords to Hereford a more direct communication with the metropolis than it previously possessed.

The Wimbledon and Croydon Railway, which affords a communication to the south of London, between the London and South Western and the South Eastern Railways, and provides another link in the line of railway communication which encircles the metropolis.

The extension of the London, Tilbury, and Southend Railway to Southend.

The remaining lines were short branch lines or extensions of existing lines; of these may be mentioned, the Arpley branch of the Warrington and Stockport Railway, by which an additional communication between Manchester and the Birkenhead, Lancashire, and Cheshire Junction Railway is afforded. This line terminated with a junction between the London and North Western, the Warrington and Stockport, and the Birkenhead, Lancashire, and Cheshire Junction Railway Companies at Lower Walton; and in consequence of an application from the Companies, your Lordships issued regulations under the Railways Clauses Consolidation Act for the working of the junction signals.

In Scotland, a railway was opened from Dalkeith to Peebles, and a branch of the Scottish Midland Junction Railway was opened to Blairgowrie. A railway was also opened from Inverness to Nairn, between which places and the Great North of Scotland Railway, a wide gap of railway communication remains to be filled up.

In Ireland, the lines of railway opened were of more importance. On the Dalkey Railway, the arrangement for working the line by atmospheric agency was removed, and the line adapted to the use of locomotive engines. This was the only railway in the United Kingdom upon which the atmospheric mode of traction had been retained.

The Dublin and Wicklow Railway was extended from Bray to Wicklow. A branch of the Midland Great Western Railway of Ireland was opened from Mullingar to Longford, and the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway was opened between Ballymena and Portrush, by which means an almost continuous line of railway communication is now afforded between Londonderry, Dublin, and Cork.

It has been already stated that the length of single line opened during the year amounted to 235 miles. The single lines were only allowed to be opened upon an understanding that not more than one engine in steam should be allowed at one and the same time upon the single line, or upon defined parts thereof. These regulations, if faithfully carried into effect, preclude the possibility of collisions on single lines, but at the same time they prevent a large traffic from being carried on by means of a single line.

The following lines which had been opened as single lines were converted into double lines during the year, viz.:—

	Miles.	Chains.
Dublin and Wicklow, from Shanganah Junction to Bray ...	2	0
Oxford, Worcester, and Wolverhampton, mixed gauge, from Evesham to Campden	9	23
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole	8	62
South Devon, from Torquay Junction to Totness	7	0
	27	5

The gauge question was brought under your Lordships' notice during the year, in the case of the Oxford, Worcester, and Wolverhampton Railway. This Company were required by the 19th Clause of the Act 17 & 18 Vict. cap. 207, to complete the northern portion of their line by the 31st May 1855, as a double line upon the broad gauge; and the remainder by the end of the year. It has been already mentioned that this Company introduced two Bills into Parliament with the view of relieving themselves from this obligation, but these Bills did not pass; and, as the Company had taken no steps to complete the railway, it had rendered itself liable to heavy penalties. In the month of September 1855, the Great Western Railway Company called upon your Lordships to enforce the completion of the broad gauge, and at an interview which took place between the two Companies and your Lordships, it was agreed that the Oxford, Worcester, and Wolverhampton

Railway Company should apply to Parliament in the Session of 1856 for further time to complete the line, power to raise a further sum of money, and relief from the penalties already incurred. (See Appendix No. 3.)

Your Lordships granted to the Great Western Railway Company an extension of time for six months for the completion of the Bathampton Branch of the Wilts, Somerset, and Weymouth Railway.

In four instances your Lordships have been called upon to make regulations at level crossings, and of these three have been level crossings of important thoroughfares traversed by a large traffic.

In two other cases of level crossings, viz., the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway and the Mullingar and Longford Branch of the Midland Great Western Railway, level crossings had been constructed in lieu of bridges, as required by the Acts of the Companies.

In the first case the Company gave an undertaking that the bridge should be completed within a specified time.

In the latter case the Company did not consent to erect bridges until your Lordships had been under the necessity of giving the Company notice of your intention to take legal proceedings.

The particulars of these cases, as well as those in which your Lordships interfered with regard to screens, &c., will be found in Appendix No. 2.

Your Lordships were called upon to direct an inspection of the Eastern Counties Railway, under the provisions of the Act 3 & 4 Vict. cap. 97.

From the Inspecting Officer's report it appeared that the permanent way was in a dangerous condition, and that several of the bridges were in an advanced state of decay. The Act under which your Lordships are empowered to order a railway to be inspected leaves with the Company in whom the management of the line is vested the responsibility of removing any source of danger which may be pointed out.

In the case in question the Company informed your Lordships that they were taking steps to repair the line.

In pursuance of powers conferred upon your Lordships by the Special Acts of the Companies, your Lordships' approval was requested to working agreements between the Edinburgh and Northern Railway Company and the Leven Railway Company, and between the Scottish Central Railway Company and the Perth and Dunkeld Railway Company.

As regards the first of these agreements, a long correspondence ensued between your Lordships and the parties, upon the proposed duration of the agreement, which was longer than that recommended by the Select Committee of the House of Commons on Railway and Canal Bills of 1853. Meanwhile, the interests of the Leven Railway Company in the maintenance of the agreement appear to have been modified, and the application for approval was withdrawn; the agreement also contained a clause by which the development of the traffic of the port of Leven might have been injuriously affected.

It has been already observed, that agreements authorized by Parliament by which one Company undertakes to work the line of another Company, or by which the interchange of traffic is facilitated, are becoming very numerous.

In the case of six distinct lines of railway opened during the year 1855, the lines were to be worked under Parliamentary authority by a Company owning a line in connexion with them, and seven other Companies appear to have entered into working arrangements without the sanction of Parliament, viz.:—

The East Grinstead Railway is worked by the London, Brighton, and South Coast Railway Company, without there being any special power in the Company's Act.

The Wimbledon and Croydon Railway is worked by the London, Brighton, and South Coast Railway Company, the Act having authorized the Company to enter into arrangements with the London and South-western Railway Company.

The Bideford Extension Railway is worked by Mr. Brassey, the Act having authorized the Company to enter into arrangements with the North Devon Railway Company.

The Coleford, Monmouth, Usk, and Pontypool Railway is worked by the Newport, Abergavenny, and Hereford Railway Company, the Act having authorized the Company to use a portion of the Newport, Abergavenny, and Hereford Railway.

The object of these working arrangements is to create that identity of interest between the several Companies which is caused by an amalgamation; but whilst

they place the working of the small line under the control of the larger Company, they appear to provide a better security, that the local traffic of the smaller line will be more cared for and developed than if it were entirely merged into the larger concern.

These agreements are generally framed in such a manner, as to render it the direct interest of the Company working the line to develop the traffic.

There is another class of agreements between Railway Companies which do not come before the Legislature, and which have been devised with a view to produce the same effect as amalgamation, in preventing competition between Railway Companies.

Under this class of agreements, the Railway Companies parties to them divide in fixed proportions the receipts from the traffic between certain specified places, after deducting a sum for working expenses ; and since each Railway Company that is a party to the agreement derives its share of the receipts, although another Company may have done the work, this arrangement possesses the evils of a monopoly without furnishing to the Railway Companies that stimulus to continued exertion in developing the traffic which exists in the case of Companies working the traffic on their own account, and the absence of which is in the end injurious both to the public and to the proprietors. Some agreements of this nature have contained a clause binding one of the parties to discourage traffic brought by an independent Railway which might compete with the traffic of one of the other parties to the agreement.

An important agreement of this class recently entered into is one between the London and North Western, the Lancaster and Carlisle, the Caledonian, the Midland, the Great Northern, the North Eastern, and the North British Railway Companies, by which the receipts from all traffic between London and certain towns in England, and Edinburgh, Glasgow, and other districts in Scotland to the north of these towns, are paid into one fund and divided in certain fixed proportions. A copy of this agreement will be found in Appendix No. 4.

Your Lordships have been called upon to approve Byelaws for the following Railway Companies, during the year 1855, viz. :—Ballymena, Ballymoney, Colcraine, and Portrush ; Bedale and Leyburn ; Glasgow and South Western ; Great Western and Oxford, Worcester, and Wolverhampton, joint station at Wolverhampton; Irish South Eastern ; Lancashire and Yorkshire ; Lancashire and Yorkshire and East Lancashire, joint line and stations ; London and South Western ; Monkland ; Peebles ; Scottish Midland Junction ; Thames Haven. Those cases in which a departure from the usual form has been sanctioned will be found in Appendix No. 2.

The length of new line reported to be in course of construction on the 30th June 1855 was 880 miles ; of these about 170 miles were opened before the 31st December 1855.

The number of persons employed on the 30th of June upon the railways in course of construction amounted to 38,546, being on the average 43·8 per mile.

With the view of affording some measure of the comparative progress of railway enterprise, the following table has been prepared, showing the number of miles of railway in course of construction in each year since 1848, and the number of persons employed thereon, together with the amount of money received and the number of miles of railway opened during the year :—

Year.	Lines in course of Construction.			Year.	Money raised by Shares and Loans.	Miles of Railway opened during the Year.
	Miles.	Number of Persons employed.	Average Number employed per Mile.			
					£	
1st May 1848 - -	2,958	188,177	63·6	—	—	—
30th June 1849 - -	1,504	103,816	69·0	During 1849	29,574,719	869
29th June 1850 - -	864	58,884	68·15	„ 1850	10,522,967	625
30th June 1851 - -	734	42,938	58·49	„ 1851	7,970,151	269
„ 1852 - -	738	35,935	48·69	„ 1852	15,924,783	446
„ 1853 - -	682	37,764	55·36	„ 1853	9,158,835	350
„ 1854 - -	889	45,401	51·07	„ 1854	12,452,374	368
„ 1855 - -	880	38,546	43·80	„ 1855	11,514,490	243

The length of line open for traffic in the United Kingdom on the 30th June 1855 was 8,116 miles, and the number of persons employed thereon amounted to 97,952 persons, or 12·07 per mile. This, as appears from the following table, is a larger number per mile than have been employed in any year since 1848:—

Year.	Lines open for Traffic.				
	Miles.	Number of Persons employed.	Average Number employed per Mile.	Stations.	
				Number.	Number per Mile.
During 1848 - -	4,252	52,688	12·3	1,321	·31
„ 1849 - -	5,447	55,968	10·2	1,850	·33
„ 1850 - -	6,308	60,325	9·56	2,030	·32
„ 1851 - -	6,698	63,563	9·49	2,107	·31
„ 1852 - -	7,076	67,601	9·55	2,253	·31
„ 1853 - -	7,512	80,409	10·7	2,463	·32
„ 1854 - -	7,803	90,409	11·59	2,410	·30
„ 1855 - -	8,116	97,952	12·07	2,798	·34

Table No. 1, in Appendix No. 7, shows the several classes to which the persons employed belonged.

Financial Position of Railways.

The total amount of capital raised for the construction of railways on the 31st December 1855 amounted to 297,583,284*l.*, which represents an expenditure of 35,940*l.* per mile of railway open. In making this estimate, it must be recollected that the lines reported to be *in course of construction* amount in length to about one-twelfth of the whole length *completed and under construction*, and that some portion of the cost per mile belongs to those lines.

Of the total amount of money raised, 75,161,241*l.* has been raised by loans, 52,818,026*l.* by preference shares, and the remainder, viz. 169,604,017*l.*, by ordinary share capital.

The following table shows the proportion which the receipts upon railways have borne to the capital raised during the last seven years:—

Year.	Capital paid up on the 31st December in each Year.		Total raised by Shares on the 31st December in each Year.	Loans on the 31st December in each Year.	Total raised by Shares and Loans to the 31st December in each Year.	Average Interest on				Total Amount of Interest on Preference Shares and Loans.	Gross Receipts.	Amount available for Dividend, after deducting 45 per Cent. on gross Receipts for working Expenses for each year previous to 1855 and 48 per Cent. for 1855, and also deducting the Interest on Preference Shares and Loans.	Average rate of Dividend on the whole of the ordinary Share Capital invested on Railways.
						Preference Shares.		Loans.					
	Ordinary.	Preference.				Rate.	Amount.	Rate.	Amount.				
	£	£	£	£	£		£		£	£	£	£	
1849	158,560,118	19,852,506	178,412,624	51,335,154	229,747,778	5·63	1,118,270	4·67	2,401,096	3,519,366	11,806,498	2,974,208	1·88
1850	150,022,877	34,740,800	184,763,677	55,507,068	240,270,745	5·61	1,950,741	4·60	2,558,568	4,509,309	13,204,668	2,753,259	1·83
1851	155,060,024	34,494,155	189,554,179	58,686,717	248,240,896	5·26	1,795,874	4·54	2,663,829	4,459,703	14,997,459	3,788,900	2·44
1852	161,400,256	38,700,755	200,101,011	64,064,662	264,165,672	5·21	2,019,743	4·18	2,743,780	4,763,523	15,710,554	3,877,282	2·40
1853	165,054,677	43,527,379	208,582,056	64,742,458	273,324,514	5·002	2,177,347	4·14	2,696,242	4,873,589	18,035,879	5,046,145	3·05
1854	166,030,806	49,377,952	215,408,758	70,660,036	286,068,794	5·01	2,475,188	4·27	3,021,286	5,496,474	20,215,724	5,622,175	3·39
1855	169,604,017	52,818,026	222,422,043	75,161,241	297,583,284	4·92	2,603,382	4·35	3,285,475	5,888,857	21,507,599	5,295,095	3·12

This information is exhibited in a more detailed manner for each railway company for the years 1854 and 1855 in Appendix No. 7, Table No. 2.

The proportion per cent. which the gross receipts from traffic upon railways bears to the total amount of money raised by shares and loans, has advanced from 6·13 per cent. in 1849 to 7·45 per cent. in 1855; and if the proportion for working expenses for 1855 had not exceeded the proportion for 1854, viz., 45 per cent. on the gross receipts, the average dividend upon unguaranteed capital

would have amounted to somewhat more than $3\frac{1}{2}$ per cent. But an analysis of the working expenses for 1855 shows that they averaged 48 per cent. on the gross receipts, and this has reduced the average rate of dividend on ordinary capital to 3·12 per cent.

The increased rate of working expenses appears, however, to be due to exceptional causes, which will probably not continue; and upon the whole, therefore, the position of railway property is sound.

The financial position of several Railway Companies has occupied a considerable share of public attention during the year; and it does not appear, therefore, to be out of place here to offer some remarks upon it.

From the following table of the price of the shares of seven important English Railway Companies, at different dates, it appears that the value of railway property has undergone a considerable fluctuation in the last ten years:—

Railways.	1846. July 3.	1847. July 3.	1848. July 3.	1849. July 3.	1850. July 3.	1851. July 3.	1852. July 3.	1853. July 4.	1854. July 3.	1855. July 3.
Eastern Counties - - -	167	105	57	42	40	35	52	65	67	61
Great Western - - -	142	118	89	82	58	83	99	88	78	67
London, Brighton, and South Coast.	131	112	96	75	83	94	108	104	106	101
London and North Western -	227	181	123	130	109	123	130	114	105	101
London and South Western -	156	134	94	70	58	83	97	88	82	83
Midland - - - - -	150	130	103	67	34	45	74	70	66	72
South Eastern - - - -	117	111	72	61	44	69	73	69	65	62
Average - - - - -	155⅝	127¼	90½	75¼	60⅞	76	90⅜	85⅜	81¼	78⅛
Consols - - - - -	95⅝	88⅞	85½	91⅞	96⅜	97⅛	100¼	97¾	93⅜	91⅜

and it can scarcely yet be assumed to have attained that stable condition when it is sought as a means of investment by those who desire a permanent security, rather than by those who look to obtaining profits by sudden fluctuations of its value.

It is, however, probable that the former class of persons is on the increase; this class desire that the finances should be so managed as to effect a permanent improvement in their property. With the other class, on the contrary, the permanent improvement of the property is of less moment than present dividends or a temporary rise in its market value; hence the tendency of this class would be to defray out of capital expenses which should legitimately be charged against the receipts from traffic; and the complicated nature of railway management renders railways more liable than many other descriptions of property to the influence of this class.

With a view to prevent such a misappropriation of funds, it has been frequently urged that the capital accounts of Railway Companies should be closed within a short time of the railway being opened for traffic. This would no doubt be the case if a Railway Company could place its line in a condition to receive a maximum of traffic at its opening; but this is impossible, because it is only in the development of the traffic that the wants of the districts which a railway is formed to accommodate can be ascertained.

A railway can, therefore, at its opening, be only prepared to receive the then traffic of the district; and a balance of the estimated capital is left unexpended, for increasing the stations, sidings, &c., as the necessity arises.

The principle which has been laid down with regard to this question is, that new work is chargeable to capital, and renewal of old work to revenue.

But the distribution of the expenditure between capital and revenue must rest upon the judgment of those persons in whom the management is vested, and no general rule could be framed to meet the special circumstances of each case; but it may be assumed that, so long as the profits of a Company increase in a much greater ratio than its capital, its financial condition is sound.

It has frequently been suggested that the Legislature should enforce upon Railway Companies an uniform system of audit, with a view of preventing the application of capital to defray expenses chargeable to revenue; but it is not clear what system would effect this object, which would not at the same time remove the control and responsibility out of the hands of the Directors. It must, however, be recollected, that in the case of some Railway Companies it has

appeared that not only was capital appropriated to expenditure chargeable to revenue, but a lax system of accounts veiled a considerable amount of peculation. Other Railway Companies, on the other hand, publish accounts which afford ample information, and which are submitted to a careful and continuous audit; and hence it may be inferred that the existing law vests in the shareholders sufficient power to obtain a proper audit of accounts, if they will take the pains to enforce it. Without, however, entering into the question whether the existing provisions as to the audit of railway accounts are sufficient in all cases, there can be no doubt that it would be advantageous to the public, and be instrumental towards increasing the efficiency of railway management, and for promoting the interests of the proprietors, that these accounts should be published under similar heads, and made up in an uniform manner, and that they should afford as much information as possible as to the economy with which the traffic is worked, and the condition of the working stock, &c.

With the view of exhibiting in a classified form the working expenses on the several railways, I have caused to be tabulated the information afforded both in the published half-yearly statements of the Companies, and in the returns made to this Department and to Parliament. These tables will be found in Appendix No. 7.

But in collecting this information, it became evident that, although the half-yearly statements afford very similar information in almost all cases, the Railway Companies have adopted a great diversity of forms in which they render their accounts.

It appeared, therefore, that advantage might accrue by collating from the accounts of those Railway Companies which afford the largest amount of information such forms of account as, with slight modification, might be made applicable to all railways. These collated forms will be found in Appendix 7, Table No. 10.

Traffic.

In the Appendix will be found tables exhibiting the progress of traffic upon railways since the year 1849 inclusive.

The total number of Passengers conveyed on railways in 1855 amounted to 118,595,135, against 111,206,707 conveyed in 1854, the number conveyed per mile of railway open being 14,503 in 1855, against 14,160 in 1854.

The receipts from passengers amounted to 9,525,205*l.* in 1855, against 9,174,945*l.* in 1854; but the receipts per mile exhibit a slight decrease, being 1,164*l.* in 1855, and 1,168*l.* in 1854.

This decrease has taken place slightly in England, but more prominently in Scotland; the receipts per mile from passengers in Ireland having increased. An examination of this decrease shows that it has taken place upon the receipts from First and Second class passengers, but that the receipts per mile from Third-class passengers have increased.

A further analysis exhibits the fact, that in Ireland the number of passengers conveyed per mile has decreased, as regards all the classes, but that the receipts per mile have increased as regards the First and Second classes, but decreased in respect of the Third-class passengers, but that in England and Scotland the number of First-class passengers conveyed per mile has increased, whilst the receipts per mile have decreased; the Second-class passengers conveyed per mile in England and Wales have decreased, both as regards number and receipts; and the Third-class passengers conveyed per mile in England have increased, as have also the receipts; whilst in Scotland the number of Third-class passengers conveyed per mile have decreased, but the receipts have increased.

These facts deserve serious consideration, as regards the question of the influence of fares upon the traffic of Railway Companies. The object of a Railway Company must be, of course, to obtain a maximum net receipt, irrespective of the original outlay upon the line, and it is their interest to fix the fare at such a point and to afford such accommodation as will produce that maximum net receipt.

It would not be possible to develop this subject satisfactorily without more knowledge of the nature of the traffic in each district, and of the number of trains by which it is accommodated, than is furnished by the half-yearly statements of the Companies, and by the returns of traffic required by Parliament.

But in order to obtain as much information upon the subject as the returns

will afford, I have caused to be prepared tables Nos. 8 and 9 in Appendix No. 7, showing the average receipt per passenger of each class, and the average fare per mile of passengers of each class, for the four years ended 31st Dec. 1855.

From these tables it appears that in England and Wales the average fare of a First-class passenger was 2·11*d.* per mile in 1852, and 2·09*d.* per mile in 1855; that in 1852 the receipts per First-class passenger were 54·96*d.*, and in 1855 they had diminished to 44·88*d.*, but that the total receipts per mile from First-class passengers had increased from 379*l.* to 400*l.* The average fare per mile of Second-class passengers was 1·43*d.* in both years, the receipts per passenger diminished from 22·32*d.* in 1852, to 20·16*d.* in 1855, the total receipts per mile being nearly constant, viz., 471*l.* in 1852, and 472*l.* in 1855. The average fare per mile of Third-class passengers was ·87*d.* in 1852, and ·86*d.* in 1855; the receipts per passenger were 12·48*d.* in 1852, and 12*d.* in 1855; the total receipts per mile having increased from 350*l.* in 1852 to 423*l.* in 1855.

In Scotland the fares appear to have been decreased to a greater extent than in England.

The average fare of First-class passengers was 1·97*d.* in 1852, and 1·51*d.* in 1855; the receipts per passenger were 42·96*d.* in 1852, and 32·64*d.* in 1855; the receipts per mile having been 151*l.* in 1852 and 196*l.* in 1855. The average fare of Second-class passengers was 1·51*d.* in 1852, *i.e.* the same as the present First-class fare,—and in 1855 it was 1·43*d.*, *i. e.*, the same as the Second-class fare in England; the receipts per passenger were 22·08*d.* in 1852, and 20·88*d.* in 1855; and the receipts per mile decreased from 177*l.* in 1852 to 145*l.* in 1855, the actual receipts having fallen from 171,992*l.* in 1852 to 155,764*l.* in 1855. The average fare for Third-class passengers was ·77*d.* in 1852 and ·73*d.* in 1855; the receipts per passenger 10·8*d.* in 1852 and 10·56*d.* in 1855; the receipts per mile having increased from 328*l.* in 1852 to 369*l.* in 1855.

In Ireland the average fare of First-class passengers was 1·72*d.* in 1852, and 1·71*d.* in 1855; the receipts per passenger having been 36·48*d.* in 1852 and 35·28*d.* in 1855; and the receipts per mile 150*l.* in 1852 and 144*l.* in 1855. The average fare of Second-class passengers was increased from 1·31*d.* in 1852 to 1·39*d.* in 1855, and the receipts per passenger raised from 16·56*d.* in 1852 to 18*d.* in 1855; the receipts per mile having been 245*l.* in 1852 and 232*l.* in 1855. The average fare per mile of Third-class passengers was ·82*d.* in 1852, and ·89*d.* in 1855; the receipts per passenger was increased from 12·24*d.* in 1852, and 14·88*d.* in 1855; but the receipts per mile decreased from 259*l.* in 1852 to 224*l.* in 1855.

The general result of these figures would appear to be, that as regards the First-class Passenger Traffic in England and Scotland, the fares have been diminished, and the receipts per passenger have decreased in a greater ratio than the diminution of fares, but the receipts per mile have increased. Railways have, therefore, been used by this class more frequently, and for shorter distances. The fares at which Third-class passengers in England and Scotland have been carried have also been reduced; the average distance travelled by this class does not however appear to have diminished, but the receipts per mile have largely increased.

As regards the Second-class traffic in England, the fares have not been diminished, but the average distance travelled over has decreased; the receipts per mile have not, however, varied much. In Scotland, the Second-class traffic has largely decreased, in respect of the actual receipts and of the receipts per passenger; the fares have at the same time been diminished. This diminution of receipts may perhaps be due to the fact that there is very little difference between the average fare per mile for First and Second class passengers, and a great difference between the average fare of Second and Third class passengers.

In Ireland, the average fare per mile and the receipts of First-class passengers have not varied much: the fare of Second and Third-class passengers and the receipts per passenger appear to have been increased; but the receipts per mile have diminished.

It is deserving of notice, that the average fare per mile for all classes of passengers does not exceed $1\frac{1}{4}d.$

The receipts from goods, cattle, &c., in 1855, amounted to 11,982,394*l.*, against 11,040,779*l.* in 1854, which represents 1,465*l.* per mile in 1855, compared with 1,408*l.* per mile in 1854.

The returns for the first half year of 1855 do not exhibit the proportions of the whole amount due to general merchandise, live stock, and minerals, but from the return for the half year ended the 31st Dec. 1855, it appears that the total receipts for the half year from goods, cattle, &c., amounted to 5,599,942*l.*, of which 3,724,292*l.* was for the conveyance of 12,367,262 tons of general merchandise, 1,651,382*l.* was for the conveyance of 18,090,030 tons of minerals, and 224,268*l.* was for the conveyance of 5,140,609 heads of live stock. The returns of traffic made by Railway Companies do not, however, afford any information as to the average cost of conveyance of goods and minerals per ton per mile, or of live stock per head per mile. The tables in Appendix No. 7, Table No. 3, show the progress made in the development of the goods traffic upon railways during the last seven years; and it is worthy of remark, that whilst in 1849 the proportion of the passenger traffic to the goods traffic was as 53 to 47, in 1855 the passenger traffic is represented by 44, and the goods traffic by 56. In Scotland, the average receipts from goods traffic are very nearly two thirds of the total traffic. The preponderance of the goods traffic over passenger traffic is more marked in the manufacturing and mineral than in agricultural districts.

Although the returns afford information as to the aggregate amount of traffic, there are no data to show the direction in which that traffic flows.

The total receipts from all sources of traffic have amounted in England and Wales to 18,363,369*l.*, or 2,978*l.* per mile, in 1855, against 17,342,925*l.*, or 2,908*l.*, in 1854; in Scotland to 2,144,398*l.*, or 2,003*l.* per mile, in 1855, against 1,998,322*l.*, or 1,961*l.* per mile, in 1854; and in Ireland to 999,832*l.*, or 1,060*l.* per mile, in 1855, against 874,477*l.*, or 1,010*l.* per mile, in 1854. The aggregate receipts from all sources of traffic for the whole kingdom having been 21,507,599*l.*, or 2,629*l.* per mile, in 1855, against 20,215,724*l.*, or 2,576*l.* per mile, in 1854.

It would appear that the average working expenses of railway companies per mile of railway open have increased in England and Wales from 1,352*l.* per mile in 1854, to 1,504*l.* in 1855. In Scotland from 961*l.* in 1854, to 997*l.* in 1855. And in Ireland from 465*l.* in 1854, to 468*l.* in 1855.

The proportion which the working expenses have borne to the receipts has therefore been 48 per cent. in England and Wales, as compared with 45 per cent. in 1854, 49 per cent. in Scotland as compared with 43 per cent. in 1854, and 41 per cent. in Ireland as compared with 46 per cent. in 1854—the general average being 48 per cent. upon the gross receipts as compared with 45 per cent. in 1854.

Table No. 6, Appendix No. 7, shows the proportion which the expenditure bears to the receipts on each railway separately. This proportion may be taken to some extent as an index of the relative economy with which the railways are worked, and the discrepancies exhibited deserve therefore careful consideration.

The expenditure appears to be divided under the several heads as follows, viz.:—Maintenance of way, 14·37 per cent.; locomotive expenses, including repairs of rolling stock, 38·43 per cent.; traffic charges, 26·45 per cent.; miscellaneous, including police and watchmen, compensation, &c., 13·69 per cent.; rates and Government duty, 7·06 per cent.

These results are derived partly from the returns of traffic furnished by Railway Companies to this Department, and partly from the half-yearly statements of the Railway Companies. Tables which exhibit this information more fully, as well as the receipts and expenditure per train per mile, will be found in Appendix No. 7; and although the information is not in a perfect form, it is hoped that it will throw light on this important subject.

Cheap Trains.

It will be perceived from the tables of traffic in Appendix No. 7, Table No. 3, that the number of Third-class passengers in the United Kingdom amounts to nearly 64,000,000, being 54 per cent. of the total number conveyed; and that the receipts from this class exceed the receipts from First-class passengers, and nearly equal those from Second-class passengers in England and Ireland; and that in Scotland the receipts from Third-class passengers are 50 per cent. of the total receipts, and the numbers conveyed 72 per cent. of the whole passenger traffic.

The average fare per Third-class passenger per mile, in the United Kingdom, would appear to be ·85*d.*

Of this traffic the principal portion, in England and Scotland, is exempt from passenger duty, in consequence of being conveyed in trains approved of by your Lordships, under the Act 7 & 8 Vict. cap. 85. Of this class of trains, a large number are excursion trains.

Your Lordships approved of nearly 19,000 excursion trains, exclusive of ordinary cheap trains, during the year 1855; and this does not probably represent anything like the whole number run. The majority of these trains were run from London, and from towns in the manufacturing districts.

There are two questions with respect to cheap trains which have been raised during the year, the correspondence respecting which will be found in the Appendix. The first was a complaint that the North British Railway Company charged to cheap-train passengers a penny for a fractional part of a mile. Your Lordships referred the case to the Law Officers of the Crown in England and the Lord Advocate in Scotland, who coincided in opinion that the Act 7 & 8 Vict. cap. 85. does not empower a company to charge more than a proportional part of a penny for a fractional part of a mile; and the Company consequently reduced their charges in this respect.

The other case had reference to a train run by one Railway Company over the line of another Railway Company, over which the Company had running powers, at fares under one penny per mile. It appeared to your Lordships that the Act 7 & 8 Vict. cap. 85. did not apply to a case of this nature, and that a Company running trains over the line of another Company could not be required to run a cheap train on that line; and that, consequently, your Lordships could not give any approval of such a train with a view to the remission of the passenger duty.

From the large number of cases in which the Legislature has conceded to Railway Companies the right of using a portion of railway belonging to another Company to conduct its traffic to an important station, it is a question whether it would not be desirable that some additional provision should be made in this respect.

Accidents.

A detailed report upon the railway accidents which occurred in 1835, has already been laid before your Lordships; but as the returns of traffic upon the several railways were not complete at that time, the proportion of accidents to the number of persons conveyed could not be shown. The following table shows the numbers who have suffered on railways in 1854 and 1855, together with the aggregate number of passengers conveyed.

Description of Persons.	1854.								1855.							
	England.		Scotland.		Ireland.		Total on all Railways in 1854.		England.		Scotland.		Ireland.		Total on all Railways in 1855.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control.	9	285	2	42	1	4	12	331	8	249	1	55	1	7	10	311
Passengers killed or injured owing to their own misconduct or want of caution.	13	14	4	1	2	–	19	15	15	14	2	2	1	4	18	20
Total number of Passengers killed or injured.	22	299	6	43	3	4	31	346	23	263	3	57	2	11	28	331
Servants of Company or of Contractors killed or injured from causes beyond their own control.	34	46	4	8	1	2	39	56	22	28	4	11	2	2	28	41
Servants of Company or of Contractors killed or injured owing to their own misconduct or want of caution.	62	29	7	2	4	–	78	31	87	45	4	1	6	5	97	51
Other persons crossing at level crossings.	60	14	12	6	6	–	78	20	31	5	–	1	4	–	35	6
Trespassers									47	14	3	–	3	–	53	14
Suicides	2	–	–	–	–	–	2	–	2	–	–	–	1	–	3	–
Miscellaneous	–	–	–	–	–	–	–	–	2	1	–	–	–	–	2	1
Total	180	388	29	59	14	6	223	453	214	356	14	70	18	18	246	444
Total number of Passengers conveyed.	92,346,149		11,949,388		6,911,170		111,206,707		99,175,923		12,206,926		7,212,286		118,595,135	

The proportion which the passengers killed and injured from causes beyond their own control bore to the total number of passengers in railways for the last

four years is exhibited in the following table. For purposes of comparison the results have been reduced to the uniform standard of the number of passengers killed and injured per 1,000,000 of passengers conveyed.

	England.		Scotland.		Ireland		Great Britain and Ireland.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1852	·14	4·3	·0	5·8	·0	3·2	·11	4·20
1853	·23	2·6	·09	4·5	2·4	1·6	·35	2·80
1854	·09	3·08	·16	3·51	·14	·57	·10	2·97
1855	·08	2·51	·08	4·50	·14	·97	·08	2·70

It appears that the degree of safety with which the passenger traffic was conveyed in 1855, was greater than in any year since 1851. The actual proportion from causes beyond the control of the passengers being one person killed to 11,859,513 conveyed, and one person injured in 381,334 conveyed.

Colonial Railways.

The question of railways in New South Wales has been brought under your Lordships' notice during the past year. It appears that the Government of New South Wales have decided upon undertaking the construction and working of the railways in that Colony, upon the grounds that the physical conditions of the country are such that the full development of its capabilities cannot be ensured, unless the Colony be supplied with a judicious system of railway communication; and it is proposed that the railways shall be laid out so as to supersede the use of roads, except for local purposes.

The principal part of the correspondence upon this subject which has passed between your Lordships and the Colonial Office will be found in the Appendix, No. 6.

I have the honour to be,
My Lords,
Your most obedient Servant,
DOUGLAS GALTON,
Captain Royal Engineers.

The Lords of the Committee of Privy Council for Trade and Foreign Plantations.

APPENDIX.

Appendix No. 1.

Appendix No. 1.

Inspections.

Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway.

Reports of Inspections of New Lines of Railway of which the Opening was postponed in consequence of the Incompleteness of the Works or Working Arrangements.

BALLYMENA, BALLYMONEY, COLERAINE, AND PORTRUSH JUNCTION RAILWAY.

Sir, *Railway Department, Board of Trade, Whitehall, November* 8, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieut.-Colonel Wynne, R.E., the officer appointed by their Lordships to inspect the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway.

Upon consideration of that report, my Lords direct the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway Company to postpone the opening of the railway in question, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

The Secretary of the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway Company.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Sir, *Portrush, November* 6, 1855.

I have the honor to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the Ballymena, Coleraine, and Portrush Railway, which commences at Ballymena, and forms a continuation of the Belfast and Ballymena Railway, and terminates at Portrush, the length of the line, which is single, being 34 miles 63 chains.

I found the permanent way well laid, and the bridges and other works substantially constructed. There are no signals erected on the line, nor have they yet arrived, neither is there a turn-table at the Portrush terminus; but as the Company will undertake to work the line with tank-engines, this latter I should not consider a cause for postponement; but the want of signals obliges me to state that, in my opinion, the line without them cannot be opened without danger to the public using the same.

I have, &c.

The Secretary to the Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col., Royal Engineers.

Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway,
Sir, *Secretary's Office, Ballymoney, November* 12, 1855.

With reference to your communication of the 8th instant, relative to the opening of this line of railway, I am instructed to inform you that the signals will all be erected on the 14th instant, and in the following week the turn-table; but until it is put down, any guarantee will be given that the line will be worked with a tank-engine, or a spare engine kept at Portrush to take the trains from thence, so as to obviate the possibilty of danger from those causes. Under these circumstances it is hoped you will be enabled to permit the line to be opened on the 20th instant, as originally settled upon.

I have, &c.

Douglas Galton, Esq., Capt. R.E., Board of Trade, London.

James Thomson,
Secretary.

Sir, *Railway Department, Board of Trade, Whitehall, November* 16, 1855.

With reference to your letter of the 12th instant, relative to the postponement of the opening of the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report on the subject by Lieut.-Colonel Wynne, the officer who inspected the railway.

Under the circumstances stated therein, my Lords are unable to comply with the request of the Company to be permitted to open their line on the 20th instant.

I am, &c.

The Secretary of the Ballymena, Ballymoney, Coleraine, and Portrush Railway Company.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, November* 15, 1855.

In reference to the letter from the Secretary of the Ballymena, Coleraine, and Portrush Railway, dated November 12, and referred to me by Minute dated November 14, I have to state that I left a detailed memorandum with the engineer of the Company on the points on which I should require to be satisfied before I could take upon myself to report to the Lords of the Committee of Privy Council for Trade, that the line was in a fit state to open for the conveyance of the public. I would request that the Secretary of the Railway may be referred to that memorandum, and informed that it must be fully complied with before I can recommend their Lordships' sanction being given to the opening of the line; and I would desire to draw his particular attention to the undertaking which I stated would be required from him on the part of the Directors as to the mode of working the single line.

I have, &c.

The Secretary, Railway Department, Board of Trade.

George Wynne,
Lieut.-Col., Royal Engineers.

Appendix No. 1.

Inspections.

Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway.

Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway, Secretary's Office, Ballymoney, November 22, 1855.

Sir,

With reference to your communication of the 16th, I am directed by this Board to certify for the information of the Lords of the Committee of Privy Council for Trade, in conformity with the memorandum left by Colonel Wynne with the engineer of the line:—

1st. That the signal-posts on this line of railway are all put up at the stations now to be opened.

2d. That the turn-tables are now on the line and being erected, and until completed, the line will be worked with tank-engines.

3d. That the trains proceeding from the north will stop at Ballymoney, where a double line of rails have been laid down, and in no case proceed onwards until the arrival of the train from the south, and that there shall not be more than these two engines at the same time in steam on the line.

Trusting this guarantee will enable their Lordships to authorize the line being opened on the 29th instant.

I have, &c.

James Thomson,
Secretary.

Captain Galton, R.E.

Sir,

Railway Department, Board of Trade, Whitehall, November 27, 1855.

I am directed by the Lords of the Committee of the Privy Council for Trade to transmit to you the enclosed copy of a further report of the officer appointed by their Lordships to inspect the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway.

Upon consideration of that report, my Lords direct me to inform you that they will not object to the railway being opened for public traffic, provided the conditions stated in your letter of the 22d instant be strictly adhered to.

I have, &c.

Douglas Galton,
Captain, Royal Engineers.

The Secretary of the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway Company.

(Enclosure.)

Sir,

Railway Department, Board of Trade, Whitehall, November 26, 1855.

The Secretary of the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway having certified that signal-posts have been erected at the several stations on the line, that turn-tables are in the course of erection, and that until they are completed the traffic over the line will be worked by tank-engines, and likewise undertaken that trains proceeding from either end of the line shall await each other at Ballymoney, where a double line of rails has been laid down, and only cross at this point, and that not more than these two engines shall be on the line at the same time, I beg to state, for the information of the Lords of the Committee of Privy Council for Trade, that the objections I entertained to the opening of the line are removed, and I am now of opinion that the Ballymena, Ballymoney, Coleraine, and Portrush Railway may be opened without danger to the public using the same.

I have, &c.

Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

Bideford Extension Railway.

THE BIDEFORD EXTENSION RAILWAY.

Sir,

Railway Department, Board of Trade, Whitehall, October 23, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieut.-Colonel Yolland, R.E., the officer appointed by their Lordships to inspect the Bideford Extension Railway.

Upon consideration of that report, my Lords direct the Bideford Extension Railway Company to postpone the opening of the railway in question, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

J. Emerson Tennent.

The Secretary of the Bideford Extension Railway Company.

(Enclosure.)

Sir,

Railway Department, Board of Trade, Whitehall, October 22, 1855.

In compliance with your instructions of the 16th instant, I inspected the Bideford Extension Railway on the 20th instant, and I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, that this line commences at a junction with the North Devon Railway at Fremington Pill, and terminates at Bideford, making its length 6 miles and 4 chains.

It is laid single throughout, with sidings at Bideford and Instow, the land having only been purchased and the works constructed for a single line on the 7 feet gauge.

The permanent way is laid upon longitudinal timbers, 13 by 6½ inches, tied together by transoms 6 by 4 inches, bolted to them at intervals of 11 feet, with the exception of about 6 chains at the junction with the North Devon line at Fremington, where the transverse sleepers and chairs have been continued up to the commencement of the viaduct over Fremington Pill.

The width of the line at formation level is 18 feet on embankments, and 17 feet in cuttings; the ballast is composed of gravel, sand, and shaley rock, averaging 1 foot 9 inches in depth.

The rails, which are of the bridge pattern, weigh 60 lbs. to the lineal yard, and vary in length from 16 feet to 24 feet. They are fastened to the longitudinal timbers by screws and fang bolts. The switches are not self-acting.

There are 4 over, and 3 under bridges, which appear to be well constructed and sufficiently strong; and a wooden viaduct over Fremington Pill 117 feet in length, having one opening, moveable, to lift up for the passage of vessels. The superstructure rests upon piles driven on an average 25 feet below the bed of the creek. This viaduct appears to be well constructed, but from its length and proximity to some lime kilns, I have suggested that there should be a light footway with handrail on each side for persons on foot, who might be there on duty or as trespassers, whilst a train was in the act of passing over the viaduct.

There is one tunnel or covered way of 84 yards in length, constructed open and then covered in, built of stone and lime mortar, with a drain through the bottom to carry off any water from the cutting. The fencing is complete throughout.

There is only one public level crossing at Instow, the gates for closing the road or the rail were being erected as I passed over the line, and the lodge for the gate-keeper, though constructed, is not yet on the ground.

Stations are provided at Bideford and Instow, but the distant signals to cover the station at Instow and the swing bridge in the viaduct over Fremington Pill, are not yet connected with the handles from which they are to be worked. A stop-buffer is also required at Instow Station at the end of the siding, which abuts against the public road. A turn-table has been provided at Bideford.

The line is to be leased to and worked by Mr. Brassey in connection with the North Devon line; but until the requirements I have specified are complete, I am of opinion, that by reason of the incompleteness of the works, the opening of the Bideford Extension Railway for traffic, cannot be sanctioned without danger to the public using the same.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

Sir, *Railway Department, Board of Trade, Whitehall, November* 2, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a further report from Lieut.-Colonel Yolland, R.E., the officer appointed by their Lordships to inspect the Bideford Extension Railway.

Upon consideration of that report, my Lords no longer object to the opening of the line in question for public traffic, provided that not more than one engine in steam be allowed upon the line at one and the same time.

I am, &c.
James Booth.

The Secretary of the Bideford Extension Railway Company.

Sir, *Railway Department, Board of Trade, Whitehall, November* 2, 1855.

With reference to my report of the 22d ultimo, I herewith enclose a letter from the engineer of the Bideford Extension Railway, stating that the whole of my requirements for the safety of the public have now been completed, with the exception of the footway to the Fremington viaduct, which is in progress; and I am, therefore of opinion that this line may now be opened for traffic without danger to the public using the same, provided only one engine in steam be on the line at one and the same time.

I have, &c.
W. Yolland.
Lieut.-Col., oyal Engineers.

Captain Galton, R.E., &c., &c.

(Enclosed in Col. Yolland's Report.)

Sir, *Bideford Extension Railway, Engineers' Office, Crediton, November* 1, 1855.

I beg to report to you, that in compliance with the instructions given on the occasion of your inspection of this line of railway, the following works have been completed:—

The whole of the distant signals are connected with the handles from which they are to be worked.

The stop-buffer at Instow is finished.

The level crossing gates for closing the road at Instow are finished.

A temporary watch-house is on the ground at the Instow level crossing.

The footpath by the side of the Fremington Pill viaduct is in progress, and will be completed, according to the plan proposed, as quickly as possible.

I have, &c.
W. R. Neale.

Lieut.-Col. Yolland, R.E., &c., &c., Railway Department, Board of Trade.

CALEDONIAN RAILWAY.

(HAYMARKET BRANCH.)

Caledonian Railway (Haymarket Branch).

Sir, *Railway Department, Board of Trade, Whitehall, March* 26, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer, of his inspection of the Haymarket Branch of the Caledonian Railway.

Upon consideration of that report, my Lords direct the Caledonian Railway Company to postpone the opening of the Haymarket Branch of their railway, for the public conveyance of passengers, for the period of one calendar month from this date.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary to the Caledonian Railway Company.

(Enclosure.)

Sir, *Edinburgh, March* 23, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that, in obedience to the instructions contained in your letter of the 19th instant, I have this day inspected the Haymarket Branch of the Caledonian Railway.

This line of 1 mile 12½ chains in length, commences at a junction with the Caledonian Railway at 1½ miles from the Lothian Road Station, and ends at a junction with the Edinburgh and Glasgow Railway at the Haymarket Station on that line.

The line is laid double throughout, with double T rails, in 16 feet lengths, of 75 lbs. to the linear yard, on cast iron chairs, secured to transverse wooden sleepers placed 3½ feet from centre to centre.

There are three bridges along the line, two under and one over, of which two are cast iron arched bridges, and one is of stone; the latter is an under bridge. They appear to be sufficiently strong, and are substantially built.

There are no viaducts.

The steepest gradient is 1 in 108, extending for a distance of 26 chains; and there are other gradients of 1 in 125 for 44 chains, and 1 in 191 for 15 chains; the remaining 7½ chains being level.

There are no deviations beyond the limits sanctioned by the Parliamentary plans.

There are no public level crossings.

The permanent way is in good order throughout, and the fencing complete; but no signals to protect the junction at the Haymarket Station have yet been erected, and until this requirement shall have been complied with, I am of opinion that, by reason of the incompleteness of the works, this branch line cannot be opened for traffic without danger to the public using the same.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

Sir, *Railway Department, Board of Trade, Whitehall, April* 23, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the Haymarket Branch of the Caledonian Railway.

Upon consideration of that report, my Lords direct the Caledonian Railway Company to postpone the opening of the said branch, for the public conveyance of passengers, for a period of one calendar month from this date.

I am at the same time to suggest, for the consideration of the Directors, whether, if it be not probable that the requirements of the inspecting officer will be completed at an early date, they are disposed to cause the

Appendix No. 1.

Inspections.

Caledonian Railway (Haymarket Branch).

notice of opening which they have given to be withdrawn for the present, to avoid the inconvenience to this department, and the expense to the public, of the line in question being re-inspected every month, as is rendered necessary in such cases under the terms of the Act for the regulation of railways, upon the understanding that it shall be re-inspected as soon as possible after the receipt of a fresh notice from the Company.

I am, &c.

Douglas Galton,
Captain, Royal Engineers.

The Secretary to the Caledonian Railway Company.

(Enclosure.)

Sir, *Edinburgh, April* 21, 1855.

In compliance with the instructions contained in your letter of the 14th instant, I have this day re-inspected the Haymarket Branch of the Caledonian Railway, and have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the signals at the Haymarket Junction of this branch line with the Edinburgh and Glasgow Railway have not been erected, and the line is in the same state as at the time when I made my report of inspection, dated the 23d ultimo.

I am, therefore, of opinion that the Haymarket Branch of the Caledonian Railway cannot, by reason of the incompleteness of the works, be opened for traffic without danger to the public using the same.

I have, &c.

W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

Sir, *Railway Department, Board of Trade, Whitehall, May* 21, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy* of the report of the officer appointed by their Lordships to re-inspect the Haymarket Branch of the Caledonian Railway.

Upon consideration of that report, my Lords direct the Caledonian Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for the period of one calendar month from this date.

I am, &c.

Douglas Galton,
Captain, Royal Engineers.

The Secretary to the Caledonian Railway Company.

Sir, *Caledonian Railway Company's Office, 45, Renfield Street, Glasgow, June* 15, 1855.

I beg to give notice, for the information of the Lords of the Committee of Privy Council for Trade, that the Company postpone for the present the opening of their Haymarket Branch for the conveyance of passengers, and that a fresh ten days' notice shall be given so soon as re-inspection is desired.

I have, &c.

Arch. Gibson.

Captain Galton, R.E., &c., &c.

Coleford, Monmouth, Usk, and Pontypool Railway.

COLEFORD, MONMOUTH, USK, AND PONTYPOOL RAILWAY.

Sir, *Railway Department, Board of Trade, Whitehall, November* 8, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inspect the portion of the Coleford, Monmouth, Usk, and Pontypool Railway, extending between Usk and the junction with the Newport, Abergavenny, and Hereford Railway near Pontypool.

Upon consideration of that report, my Lords direct the Coleford, Monmouth, Usk, and Pontypool Railway Company to postpone the opening of the portion of railway in question, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

Douglas Galton,
Captain, Royal Engineers.

The Secretary of the Coleford, Monmouth, Usk, and Pontypool Railway Company.

(Enclosure.)

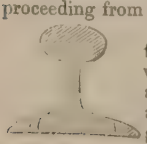
Sir, *Railway Department, Board of Trade, Whitehall, November* 7, 1855.

I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 1st instant, I have inspected the portion of the Coleford, Monmouth, Usk, and Pontypool Railway, extending between Usk and the junction with the Newport, Abergavenny, and Hereford Railway near Pontypool.

This portion is a single line, nearly four miles in length. It joins the Newport, Abergavenny, and Hereford Railway two miles to the north of the Pontypool Road Station, and within half a mile of a road-side station called Little Mill, which latter is intended to be removed, for the purpose of forming a joint station at the angle between the main line and the branch, and is to be named in future the "Usk Junction." This new station is not yet complete.

The main line descends on a gradient of 1 in 100 from Pontypool Road to the junction, and it is necessary, therefore, that some further measures of precaution should be adopted, besides the working of the present distant signal, which has been erected at 600 or 700 yards from the point of danger. The junction is approached, too, from the branch on a curve of 10 chains radius; and an intervening hill prevents the distant signal in that direction from being placed at a greater distance than 200 yards without its being lost sight of from the signalman's box. A further appearance of insecurity is afforded by a siding on the branch, three quarters of a mile from the junction, which leads to the engine-shed of the contractor. A signal-post has been erected at this point, and it was intended to station a man at it; but this man would be without an efficient means of communication with the junction signalman; and the very presence of the contractor's engine upon the branch during the working of public traffic, would cause in itself a constant liability to danger.

I think it, therefore, desirable, that this engine-shed and siding should be abolished; that for the protection of the junction from the branch, and for that of the branch sidings, a signalman should be stationed at the most convenient spot in the neighbourhood of the present distant signal, with the means of working a signal still further removed from the junction; and that a limit should be fixed for the speed of all trains proceeding from Pontypool Road towards the junction, on the main line.



The permanent way is of a light description. It is composed of a rail weighing 67 pounds to the lineal yard, of the section shown in the margin, secured by screw-bolts to transverse larch sleepers. The joints are fished; there are no chairs; and the sleepers are 2′ 6″ apart on either side of the joints, and 3′ 6″ inches under the middle of the rail. It is not adapted for very heavy traffic, nor are the gradients and curves fitted for high speeds, the greater part being on a gradient of 1 in 100, on which are curves of 20 chains radius.

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* Similar report to that of the 21st April.

The bridges are ten in number, seven of which, with spans varying from 10 feet to 13 feet, are under the railway, and the remaining three, with spans of 26 feet, are over it. The former, with the exception of one brick arch, are composed of oaken beams on masonry abutments; and the latter consist of brick arches resting also on masonry. There are two viaducts constructed in a similar manner to these latter, each containing three 16 feet spans. The arches are not very perfect; but I learn that they have been built for periods varying from twelve to eighteen months, that they have not altered since they were completed, and that such want of shape as they exhibit is due to the employment of defective centering. I am of opinion that they should all be carefully watched by the engineer, and particularly one belonging to a viaduct, to which, when on the spot, I directed his attention. The other parts of these works appear to be both strong and substantial.

I learn that this portion of railway is to be worked, under an agreement, by the Newport, Abergavenny, and Hereford Railway Company, but I have not yet received from that Company any statement as to their proposed mode of working either the junction or the single line.

On this account, and in consideration of the various circumstances above referred to, I beg to report my opinion, that, by reason of the incompleteness of the works and the insufficiency of the establishment, the opening of the Coleford, Monmouth, Usk, and Pontypool Railway, between Usk and the junction with the Newport, Abergavenny, and Hereford Railway, would be attended with danger to the public using the same.

I have, &c.

The Secretary of the Railway Department, Board of Trade. H. W. Tyler.

Sir, *Railway Department, Board of Trade, Whitehall, December* 6, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from a further report of the officer appointed by my Lords to inspect the Coleford, Monmouth, Usk, and Pontypool Railway.

My Lords instruct me to state that they will not object to the opening of the railway for public traffic, provided the recommendation of the inspecting officer as to the speed of the trains be adopted and adhered to, and provided that only one engine in steam be allowed upon the line at one and the same time, as has been certified to the inspecting officer by the Company.

I am, &c.

The Secretary of the Coleford, Monmouth, Usk, and Pontypool Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, December* 6, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from a further report of the officer appointed by my Lords to inspect the Coleford, Monmouth, Usk, and Pontypool Railway, and to state that they trust that, upon the opening of that line for public traffic, the Directors of the Newport, Abergavenny, and Hereford Railway Company will take steps to remove the source of danger which the inspecting officer anticipates may arise on their line.

I am, &c.

The Secretary of the Newport, Abergavenny, and Hereford Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, December* 3, 1855.

In reference to my letter of the 7th ultimo, upon the subject of that portion of the Coleford, Monmouth, Usk, and Pontypool Railway which extends between Usk and the junction with the Newport, Abergavenny, and Hereford Railway near Pontypool, I have now the honour to enclose, for the information of the Lords of the Committee of Privy Council for Trade, copy of the correspondence which I have since had with the Company who have constructed the line, and with the Newport, Abergavenny, and Hereford Railway Company, who are going to work it.

Extract sent to the Coleford, Monmouth, Usk, and Pontypool Railway Company.

"It will be seen by that correspondence that all the requirements referred to in my former report have now been satisfied; that the Usk Junction is now complete, with platforms on both sides of the line; that an additional signal has been fixed on the Usk Branch, at 600 yards from the junction, which is to be worked by a man stationed at the siding points; that sidings leading to the contractor's engine shed and ballast pit have been removed; as well as that the speed of trains on the branch (which must always be moderate) will be limited for the first twelve months to fifteen miles per hour for passenger trains, and ten miles per hour for goods trains; and that only one engine will be allowed in steam upon the line at a time," under the regulations which were recommended by their Lordships some little time since for the working of the single line branches of the Manchester, Salford, and Lancashire Railway, after the fatal accident near Barton.

Under these circumstances, I beg to report, for their Lordships' information, my opinion that this portion of the Coleford, Monmouth, Usk, and Pontypool Railway may be opened without danger to the public using the same.

Extracts sent to the Newport, Abergavenny, and Hereford Railway Company.

"I have stated in my former report, that, as there is a falling gradient of 1 in 100 for two miles from Pontypool Road to the Usk Junction, some extraordinary measures of precaution require to be adopted for the protection of any trains that may happen at any time to be brought to a stand at the junction."

I have endeavoured to induce the Directors of the Newport, Abergavenny, and Hereford Railway Company to limit the speed of trains between these points, but they do not appear disposed to do more than make the promise contained in the Secretary's letter of the 1st instant. Looking to the state of the law on the subject, it would obviously be of no use to recommend the postponement of the branch line on this account, and "I cannot do more than draw their Lordships' attention to the fact, that, if the speed of the Newport, Abergavenny, and Hereford Railway Company's trains be not kept within safe limits in approaching the junction from Pontypool Road, and if a proportionate amount of break power be not supplied to those trains, there will be no security for any trains that may be brought to a stand at the Usk junction."

I have, &c.

The Secretary of the Railway Department, Board of Trade. H. W. Tyler, *Captain, Royal Engineers.*

DUBLIN AND WICKLOW RAILWAY.

(DALKEY BRANCH.)

Dublin and Wicklow Railway (Dalkey Branch).

Sir, *Railway Department, Board of Trade, Whitehall, September* 4, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by the officer appointed by their Lordships to inspect the portion of the Dublin and Wicklow Railway extending from Kingstown to Dalkey.

Upon consideration of that report, my Lords direct the Dublin and Wicklow Railway Company to postpone the opening of the portion of railway in question, for the public conveyance of passengers, for one calendar month from this date.

I am, &c.

The Secretary of the Dublin and Wicklow Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Appendix No. 1.

INSPECTIONS.

Dublin and Wicklow Railway (Dalkey Branch).

(Enclosure.)

Dublin, September 3, 1855.

SIR,

I HAVE the honor to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the line of railway from Kingstown to Dalkey of the Dublin and Wicklow Railway Company.

This line is two miles in length, and follows the course of the atmospheric line which formerly existed. I found the permanent way well laid, and the retaining walls and the bridges had the appearance of being substantially constructed. The course which the line takes *deviates materially* from the Parliamentary plan, in the introduction of curves of ten chains, thirteen chains, fifteen chains, and twenty chains radius; as these deviations have been made without authority, and as their introduction will increase the danger to the traffic, I must report that, owing to the incompleteness of the line as laid down in the Parliamentary plan caused by the unauthorized introduction of objectionable curves, I am of opinion that the line between Kingstown and Dalkey cannot be opened without danger to the public using the same.

I have, &c.

GEORGE WYNNE,
Lieut.-Col., Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Dublin and Kingstown Railway, 48, *Westland Row, Dublin,*
September 7, 1855.

SIR,

THE Dublin and Kingstown Railway Company having an important interest in the extension line between Kingstown and Bray, lately inspected officially by the officer of the Board of Trade, and the Directors being desirous of having a copy of the report of that officer with as little delay as possible, I am instructed respectfully to convey the request of the Directors that the Board of Trade will be good enough to have a copy of that report transmitted to them.

I have, &c.

J. B. PIM.

Captain Galton, R.E.,
Secretary, Board of Trade.

Railway Department, Board of Trade, Whitehall, September 12, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th instant, requesting to be furnished with a copy of the report of the officer appointed by their Lordships to inspect the Dublin and Wicklow Railway between Kingstown and Bray, and to transmit to you a copy of the report in question.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Dublin and Kingstown Railway Company.

Dublin and Kingstown Railway, 48, *Westland Row, Dublin,*
September 14, 1855.

SIR,

I HAD this honour on the 12th instant, transmitting various enclosures. I have now to acknowledge receipt of your letter of the 12th instant also, covering copy of Colonel Wynne's report on the line between Kingstown and Dalkey, and am desired by my Directors to convey their thanks for same.

I am, &c.

J. B. PIM.

Captain Galton, R.E.,
Secretary, Railway Department, Board of Trade.

18, *Duke Street, Westminster, September* 7, 1855.

SIR,

THE Secretary of the Dublin and Wicklow Railway Company has forwarded to me your letter of the 4th, conveying the order of the Lords of the Committee of Privy Council to the Railway Company to postpone the opening of the railway between Kingstown and Dalkey, and enclosing a copy of Lieutenant-Colonel Wynne's report thereon; and the Directors have requested me to communicate with their Lordships on the subject, with the view of obviating any objection that may exist to the opening of the railway, as they are under many very serious and heavy obligations to open their railway during the present month.

The sharpest radius which has been introduced is one of ten chains, which, *although objectionable for high speeds, is one* of which I would beg to submit that there are now so many cases in daily use that it is practically ascertained that with ordinary precaution no danger can result; and such precaution, I am authorized to state, the Company is prepared to undertake to adopt at all times, and particularly to undertake that such part of the line shall always be worked at moderate speeds.

The circumstances under which these curves were introduced and *made of smaller radius than those shown upon the Parliamentary plan* are peculiar, both in the extent to which they controlled and limited me in the execution of the works, and also as proving practically the safety of the use of such curves.

The railway in question, although technically a new railway, is in fact merely an alteration and enlargement of an existing railway, well known as the Dalkey Atmospheric Railway; part of the line was carried between retaining walls and by covered ways through the terraces and grounds of the Harbour Commissioners of the Kingstown Harbour, and it was of great importance to alter as little as possible of those existing costly works, and encroach as little as possible on the houses which had been built alongside on this portion of the line. I endeavoured, therefore, only to improve the existing curves as much as possible, but avoided making an entirely new line, as shown on the Parliamentary plans, and I was able to do so very materially. The new line is considerably better than that which has been at work with perfect safety to the public for many years, and not only as an atmospheric railway but for several weeks as a locomotive line, during repairs of the atmospheric engines. The old line was therefore practically tested and found safe, and the new line is a very considerable improvement upon it. And, as I stated before, the sharpest curve which is now left is one which is worked in numerous cases at greater speeds than we shall require or can indeed attain on this line.

I should add, that when this portion of the line, now only single, is made a double line, and the retaining walls consequently pulled down, which I trust the Company will be in funds to effect after they shall have opened their entire railway to Wicklow and effected the junction with the Dublin and Kingstown, which they have purchased, I propose to straighten this part of the line.

I am, &c.

I. K. BRUNEL.

Captain Galton, R.E., &c., &c.

Railway Department, Board of Trade, Whitehall, September 20, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Dublin and Wicklow Railway Company, the enclosed copy of observations made by Lieut.-Colonel Wynne, R.E., upon the letter of the 7th inst., addressed to their Lordships by the Company's engineer, on the subject of the proposed opening of the line from Kingstown to Dalkey.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Dublin and Wicklow Railway Company.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, September* 13, 1855.

I have read the letter of the engineer of the Dublin and Wicklow Railway Company, having reference to my report on the portion of line between Kingstown and Dalkey, which you forwarded to me by direction of the Lords of the Committee of Privy Council for Trade requesting my opinion thereon.

Mr. Brunel states that "the sharpest curve which has been introduced is one of ten chains' radius," and admitting the objections it presents to high speeds, submits "that there are now so many cases in daily use that it is practically ascertained that, with ordinary precaution, no danger can result."

The case cited by Mr. Brunel is not quite analogous to the circumstances of the Kingstown and Dalkey line. When curves of such small radii as ten chains do occur, they are *single* curves, either in stations or at junctions, and in these positions they command caution, whereas on the railway in question the ten chain curve is only one of a series of eleven curves, all of them objectionable. The radii of these curves are as follows: two of 25 chains' radius, six of 20 chains' radius, one of 15 chains' radius, and one of 10 chains' radius. The Parliamentary plan exhibits but three curves, one of 60 chains' radius and two of 20 chains' radius.

Mr. Brunel intimates that the Company are prepared to work the line under such conditions as their Lordships may impose. There are so many contingencies involved in a line of such unprecedented construction as that of the Kingstown and Dalkey Railway to secure its safe working, not only in connexion with the speed, which it is almost impossible properly to limit, as every driver has his own peculiar notion on that subject, but also on other points, that I cannot take upon myself the responsibility of recommending that their Lordships' sanction should be given to the opening of the line.

I have, &c.

Captain Galton, R.E. &c., &c. Geo. Wynne,
Lieut.-Col., Royal Engineers.

Dublin and Kingstown Railway, 48, *Westland Row, Dublin,*

Sir, *September* 12, 1855.

I had the honour of addressing you on the 7th instant, by desire of the Board of Directors of this Company, requesting a copy of the official report of Colonel Wynne relative to the works between Kingstown and Dalkey, and not having yet received any answer to my request, I am desired by the Directors of this Company to state, that they do not consider they would be discharging their duty if they deferred sending you copy of a letter addressed this day to the Dublin and Wicklow Company, and also copies of reports made to this Company by their engineer-in-chief, Mr. Vignoles, and by Mr. Gibbons, their resident engineer, and to request your special attention to these documents.

I have, &c.

Captain Galton, R.E., Secretary, Railway Department, Board of Trade, J. B. Pim.

(Enclosure.)

Sir, *Kingstown, August* 21, 1855.

I duly received your letter of 4th instant, annexing a copy of the Board's order to inspect the line between Kingstown and Dalkey, and to report "if there be any and what deviations from the Parliamentary plans; and if so, will they in any way affect the "safety of the traffic or convenience of the public travelling over that portion of the line." And also to report "if the cuttings be "sufficiently wide to allow repairs of the line to take place during the ordinary daily traffic, and if all the works on the line are "executed in such manner as to ensure public safety and the permanent and efficient security of the railway."

In compliance with this order, I made the necessary examination as far as the Dalkey station, and have to state that the works as executed differ essentially from the Parliamentary plans throughout the entire length between Kingstown and Dalkey. Thus, from the Kingstown station to Victoria Baths (see map) the line is laid down on plans with one uniform curve of three quarters of a *mile* radius, then becomes a straight line, from which it changes into a curve of a *quarter mile radius* to the public road at Glasthule. As executed, the line follows the atmospheric course, and instead of a radius of 20 chains from Windsor Terrace to Glasthule Roads, the radius is under 10 chains, or say about 600 feet. From Glasthule Road to about a furlong beyond Perrin's Row the line is straight on plan; it is executed with a curve of about 300 yards' radius. From thence to Meekin's Bridge the plan shows a curve of a quarter mile radius; as executed, there is a double curve, one of about 800 feet radius. From Meekin's Bridge to Dalkey the line was laid out to be straight, but is not so executed; the atmospheric line is still followed with curves of about 300 yards' radius.

The gradients shown on the Parliamentary section are not observed. At Glasthule Bridge, instead of 1 in 222, a portion of it is only 1 in 115; from thence to Dalkey the Parliamentary gradient is 1 in 101, but there are portions of it 1 in 56 and 1 in 67, and irregularly from that up.

On the Parliamentary plan the width of road is shown by the dimensions stated for the bridges to be 28 feet and 14 feet high; but from the Kingstown station to near Glasthule the road at level of rails is scarcely 11 feet wide and 12 feet high; and from thence the bridges are 14 feet wide.

It will be seen from the above that in the three important particulars of curves, gradients, and width, the works, as executed, differ materially, and in every case to their detriment, from the original plans.

That these steep gradients and sharp curves would seriously militate against the advantageous working of the road for traffic admits, in my opinion, of no doubt. How far they would compromise the safety of the passengers will mainly depend upon the prudence and caution observed in travelling very slowly over them; and it unfortunately happens that the relative positions of the *sharpest* curve and the steep gradients aggravate the danger; for on leaving the sharpest curve, when it would be prudent to travel slowly, the steep gradient is encountered with diminished momentum to overcome it; and coming down the steep gradient of between 1 in 50 and 1 in 60, where *accelerated velocity* is scarcely avoidable, the train runs into a curve of 600 feet radius. An engine will go round a much less curve than even this, but it must be at a slow pace; and it should be observed, that a locomotive engine and train did actually work on what may be called this line for some weeks without accident,—the only material difference being that the gauge was 6½ inches less, and that there was a check-rail throughout.

The roadway in cutting between the Kingstown station and Glasthule curve is not "sufficiently wide to allow repairs of the line "to take place during the ordinary daily traffic." There would be no possibility of escape for a man when a train was passing, unless he happened to get into one of a few recesses built in the side walls. I understand that it is intended to form one of these recesses in every 60 feet lineal. My conviction is, that even this would not afford reasonable security to men employed in repairs; I should prefer leaving the work to be done at night, and watch the line from above.

As to whether "the works on the line are executed in such manner as to ensure public safety and the permanent and efficient "security of the railway," I beg leave to submit to the Board that the chief works consist of masonry, and that these being all nearly closed, it is now impossible to make but a *superficial* examination, from which this question cannot be satisfactorily answered; it could only be judged by frequent examination while in progress. It is now only fair to presume that due care and attention have been bestowed upon the work, a great portion of which (namely, the underselling of the side walls between Kingstown and Glasthule) is of a most critical character, and if not securely done, may lead to disastrous consequences. Whether it has been so done or not, it is impossible from outer observation to determine. The work in progress when I was making this examination, namely, the bridge under the Glasthule road, was not being executed in such way as I should approve or would give me confidence in the masonwork generally. I have been unable to extend my examination beyond Dalkey for the present.

I am, &c.

J. B. Pim, Esq., &c., &c. B. D. Gibbons.

(Enclosure.)

Dear Sir, *Dublin and Kingstown Railway*, 48, *Westland Row, September* 12, 1855.

Referring to my letter of 7th instant, and a copy of Colonel Wynne's report not being received from you, and having learned he states he cannot recommend the railway between Kingstown and Dalkey shall be opened for public traffic in its present state, I am now directed to request the attention of your Board to the circumstance that the deviations from the Parliamentary line have been made without authority, and that by increasing the curves and making them of shorter radius the public danger is increased; and as this deviation applies as well to the width of the line as to the curves and gradients, and as you will find that the reports of Mr. Gibbons and of Mr. Vignoles, copies of which have been furnished to you, refer particularly to these subjects, and show that the line has been constructed in a manner totally at variance with the Parliamentary plans, I am to request your special attention to these matters, and that you will take immediate steps to remedy the evils complained of, and make the railway such as the interests of the public imperatively demand.

I am also directed to mention it is the intention of the Board to send a copy of this letter, together with copies of Mr. Vignoles' and Mr. Gibbons' report, to the Board of Trade.

Yours, &c.

J. B. Pim.

(Enclosure.)

Gentlemen, *Westminster, September* 4, 1855.

On my arrival in Dublin, in accordance with your summons, I was furnished with your instructions, as conveyed by the Board resolution of 24th August, and with copies of the instructions to and report from Mr. Gibbons mentioned therein. Subsequently I received, by order of the Chairman, a copy of your official letter of the above date, addressed to the Secretary of the Dublin and Wicklow Railway Company, informing that body of your intention to obtain my report.

Appendix No. 1.

INSPECTIONS.

Dublin and Wicklow Railway (Dalkey Branch).

I had also the honour of attending your Committee, and afterwards your whole Board, on both of which occasions were discussed the general subjects whereon my opinions had been requested.

2. Thus instructed, I first devoted the principal part of one day to a survey on foot, to and fro, along the extension railway between the stations at Kingstown and at Dalkey. The line being clear and apparently finished (as far as at present intended to be), except the final adjustment of the rails in a few places, I had full opportunity of making my examination and of taking measurements and notes.

Having obtained from Mr. Gibbons and other officers of the Company such explanation and information as I judged necessary to acquire, I made another and general inspection of the line between Kingstown and Dalkey, having previously refreshed my memory by an examination of the Parliamentary plans and sections, which were prepared by myself in 1845 for the extension of your railway from Kingstown to Dalkey and Bray. On this second inspection I was accompanied by Mr. Gibbons. I concluded my survey by passing up and down the railway on a locomotive engine at the velocity with which an express train should travel thereon, and I took the opportunity of extending my trip on the engine past Dalkey, and along the Killiney cliffs, as far as the junction of the railway from Dundrum at Shanganagh. On this occasion I was accompanied by Mr. Dargan, from whom I obtained, at this and subsequent meetings, such answers to my inquiries, and such verbal explanations as he thought proper to give me.

Lastly, I made careful perusal of the official documents, legal and Parliamentary, relating to all matters in which the railway between Kingstown and Dalkey is referred to.

3. I have since given due consideration to the whole subject, and have now, as requested, "*to report whether the railway from "Kingstown to Dalkey is constructed in a manner sufficient to permit the traffic between Kingstown and Bray to be efficiently "and safely carried over it.*" Confining myself to a categorical engineering answer, I am bound to reply that, "*with proper "previous and continued precaution, and with sufficient motive power, the traffic between Kingstown and Bray can be effectively "and safely carried over the railway from Kingstown to Dalkey as now constructed.*"

4. Should the inspecting officer of the Board of Trade be in favour of allowing the railway to be opened, it will be his duty to prescribe the proper and continued precautions he considers necessary,—such as regulation of the speed of trains; proper elevation of the outer rail on the sharp curves; guard rails, especially between the Kingstown station and Glasthull Bridge; barring the windows of the carriages (as is the case in some of the English lines); forming recesses in the walling at the narrow parts; and other conditions to be imposed on, and formally accepted by, the Wicklow Company previous to the line being opened.

If, in the course of working, accidents should occur from disregard or neglect to these directions of the Board of Trade, that Board will not be held accountable for having sanctioned the opening, but the Wicklow Railway Company must pay the consequences of their own neglect. Whatever the true legal view may be, such have hitherto been the practical results in similar cases.

Accidents, however, occur repeatedly on railways by other causes than those arising from neglect of the precautions necessary where the curves are sharp, the gradients steep, and the bridges and tunnels narrow; on lines perfectly straight and horizontal, laid on the level of the flat ground and without bridges or walling on either side, painful accidents have happened. Such accidents, occurring in very narrow places on the Dalkey Extension, would probably result in fatal and aggravated destruction, and on inquests serious questions would be raised, involving heavy pecuniary fines on the Wicklow Railway Company.

Apprehensions of the chance of such accidents occurring might, probably, cause the transit between Kingstown and Dalkey to be viewed as attended with more risk than between Dalkey and Bray. Yet it would be manifestly a question of "*degree of danger,*" on which engineers will always differ, which courts of law would find difficult, if not impossible, to decide "*a priori,*" and which could only be calculated by a study of the statistics of railway accidents; nevertheless, on a comprehensive general view, I can only report thereon as I have done in the preceding paragraph.

5. The instructions to and report from Mr. Gibbons having been referred to me by the same resolution of your Board which requested my report, became, consequently, parts of your instructions to myself; and I proceed to answer the only point therein which is not specifically alluded to in the text of the resolution, viz.:—"*To report if there be any and what deviations from the "Parliamentary plans on the line between Kingstown and Dalkey.*" My reply must be a confirmation of that part of Mr. Gibbons' report referring to the curves and gradients, the main facts set forth therein being indisputable. The line, as executed, follows the course of the old atmospheric railway, closely adhering to it in plan, no attention having been paid to the Parliamentary *line as described* on the plans lodged. The like must be said of the section, as executed, which wholly disregards the Parliamentary section, following the same, or nearly the same, gradients as existed on the old atmospheric railway, but at a depth lower than the rails were formerly laid, just sufficient to admit the passage of locomotive engines under the bridges.

6. I am not aware, if in adopting this mode of executing the line and works between Kingstown and Dalkey, the Wicklow Railway Company have followed the provisions of the General Railway Acts, which point out, in detail, the various and exact forms, notices, and consents which have to be followed, given, and obtained previous to making any alterations whatever from the precise lines and gradients as laid down on the Parliamentary plans and sections, even if the alterations so made, or to be made, be strictly within the limits of deviation in plan and in section allowed by the said Acts. If these requisite forms, notices, and consents have *not* been followed, given, and obtained, then the mode of construction would, probably, be considered illegal. Whatever the omission of formalities necessary to legalize any deviation from the precise Parliamentary lines and gradients (if omission there has been), it is certain that deviations have been made beyond the limits allowed by the General Railway Acts; and I cannot but conclude that the mode adopted of constructing the railway in plan and in section is wholly illegal; nevertheless I have no doubt that authority is vested in the Board of Trade to allow the railway to be opened notwithstanding such illegality.

7. I do not, however, quite concur in the opinion expressed by Mr. Gibbons, that the dimensions of the railway and of the bridges and tunnels are legally and irrevocably fixed by the cross sections shown on the deposited documents; or that, in executing the works of the the extension between Kingstown and Dalkey, the Wicklow Company were bound to form the bed of the railway to a breadth of 28 feet, or to build the bridges with spans of 28 feet and height of 14 feet. It has been several times decided that the cross sections on the deposited documents, showing the slopes or rates of inclination for public roads, need not necessarily be followed. As regards the height of 14 feet marked for the bridges, it might have been reduced to the height of 12 feet only over the centre of each line of rails (had the railway been double), according to the form of arch adopted, which form is nowhere defined or limited; and provided there be height practically sufficient to allow locomotive engines to pass freely under (which there undoubtedly is), I believe no one would have a legal right to complain; I therefore infer it to be extremely doubtful whether this interpretation respecting the heights prescribed on the Parliamentary section could be successfully maintained.

8. The whole, the real question, however, is as to the width of the railway under the bridges and along the whole extent of the (in most part) covered way between the Kingstown Station and Glasthule bridge; for which distance there is a narrow passage for a single line of railway, which, practically, is a tunnel only 11 feet wide and 12 feet high in most places, though occasionally wider, and at some points a little higher. The essence of the enquiry is, in my opinion, substantially limited to the consideration of—"*Whether the Wicklow Company were legally bound to make their line double between the stations at Kingstown and at Dalkey?*" It was, I apprehend, always supposed that they would have done so, but the question is—"*Does their Act of Parliament compel "them?*" It will be for your legal advisers to inform you whether the Wicklow Company could be compelled by any process at law, taken under any Act of Parliament, to enlarge their works to a width of 28 feet, or any width greater than that sufficient for a single line of railway. But on the other hand, I have no doubt the Board of Trade, if they considered the public safety endangered, have powers in this case to set the law in motion to enforce their orders, and, according to the official report of their inspecting officer, they will decide the question when it comes before them.

9. Your Board may, perhaps, be inclined to consider I have gone beyond the line of my profession, in expressing what might be considered legal opinions; but the whole question is a mixed one of engineering, law, and expediency, difficult to be subdivided. Moreover, legal questions intimately bound up with engineering, as this is, are never decided without the production of evidence from engineers, and we become much cognizant of these matters. Your Board will then pardon me, if I have really gone beyond my province, but I felt bound to lay before you my convictions.

10. I have now proceeded as far as my instructions permit, in reporting on the railway between Kingstown and Dalkey. If my opinions and advice had been called for on points of policy, expediency, or other extra-technical considerations, I should not have declined the task; although I could only have discharged it in the character of a long-standing servant, adviser, and friend of your Company, and not as your engineer.

11. It is now the immediate duty of the Board of Trade to determine whether the extension between Kingstown and Dalkey may or may not be opened in its present state. Probably before this report can reach you, the inspecting officer may have been over the works and have formed his opinion. In making his official examination he will most probably discover the deviations from the Parliamentary plans and sections, for these, as well as the plans and sections of the works as executed, are usually called for on these occasions. I believe the Board of Trade, on becoming cognizant of these deviations, would not step in to prevent the public opening of the line, if they should otherwise adopt the report of their inspecting officer, supposing the same to be in favour of granting permission to open the railway for passenger and other traffic, under the conditions which will no doubt be prescribed. The Board of Trade, however, would in such case call on the Wicklow Company for explanations; the result of the consequent correspondence it is, of course, impossible to predict. It might end in a *mandamus*, issued at the instance of the Board of Trade; or that Board might think fit not to move further, resting satisfied with the explanations, and leave any parties aggrieved to seek their own remedy at law or in equity; and in the meantime the Wicklow Company would be permitted to carry on the traffic under the conditions imposed.

12. I cannot close this report without expressing strongly the sorrow and disappointment with which I look upon the system of construction adopted for connecting so fine a line as the Dublin and Kingstown Railway with the line from Dalkey along the coast; the latter works, as far as I had an opportunity of seeing them, appearing suitably executed, and to have dimensions such as ought to have been applied to the works on the extension between Kingstown and Dalkey, now so justly complained of. Nor can I be silent in expressing my apprehensions of the consequences of the false economy displayed in thus executing the extension,—consequences independent of the mere professional questions submitted to me—consequences which may be deemed problematical, but are still very possible.

13. It is the more to be lamented, as the original saving in first cost could only have been to the extent of few some thousands of pounds; and even now the time and money requisite to remedy this unfortunate act would not be so great as to be put into comparison with the advantages to be derived by at once widening the works between Kingstown and Dalkey, and thus averting the possible evil consequences I have adverted to.

14. It would be the source of the highest gratification to me if any arrangement could be devised whereby an equitable and amicable settlement would be arrived at, for annihilating this probable source of discord between the two Companies, and thus preventing the possibility of future antagonism.

I have, &c.
CHARLES VIGNOLES,
Civil Engineer.

To the Directors of the Dublin and Kingstown Railway.

SIR, *Railway Department, Board of Trade, Whitehall, September* 15, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter which they have received from the Dublin and Kingstown Railway Company, relative to the proposed opening by the Dublin and Wicklow Railway Company of the line between Kingstown and Dalkey; and to request that you will forward to my Lords any observations the Directors of the Dublin and Wicklow Railway Company may have to offer thereon.

Copies of the enclosures referred to in the letter from the Dublin and Kingstown Railway Company are not transmitted herewith, as it appears from that communication that they have been furnished to the Dublin and Wicklow Railway Company.

I am, &c.

The Secretary of the Dublin and Wicklow Railway Company. T. H. Farrer.

Dublin and Wicklow Railway, 25, Upper Merrion Street, Dublin, September 20, 1855.

Sir,

I am directed to acknowledge the receipt of your communication of the 15th inst., enclosing copy of a letter received by the Lords of the Committee of Privy Council for Trade from the Dublin and Kingstown Railway Company, accompanied by reports from Mr. Vignolles and Mr. Barry Gibbons, and I am to state to you that the Directors of this Company have instructed their engineer, Mr. Brunel, to forward direct to the Board of Trade his observations upon the reports of Mr. Vignolles and Mr. Gibbons, with respect to the construction of the line.

I have, &c.

The Secretary of the Railway Department, Board of Trade. Rich. M. Muggeridge, *Secretary.*

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Landowners, Householders, Visitors, and Inhabitants of Dalkey and its vicinity, Humbly sheweth,

That your Memorialists are suffering the greatest hardship and inconvenience by the opening of the railway from Kingstown to Dalkey having been postponed under the authority of your Honourable Board, whereby their properties and business are most seriously injured.

That for some years past they have enjoyed the benefit of railway communication with Kingstown and Dublin, by means of the atmospheric railway, which has now been converted into a locomotive line, but which, as they are informed, is not allowed to be open for traffic, by reason of the alleged sharpness of some curves on the line.

That your Memorialists submit that, compared with the old atmospheric line, the existing curves are greatly lessened, and that with reasonable precautions no danger need be apprehended, as the entire line is less than two miles in length, and in addition to the stations at Dalkey and Kingstown, two others are proposed, so that there is no probability of a speed ever being attained beyond the rate of ten miles in the hour. The most objectionable part of the railway joins the Kingstown terminus, which being the starting and arrival terminus, the speed would probably not exceed seven or eight miles an hour.

The Memorialists beg to acquaint your Honourable Board that for several weeks the old line was worked by a locomotive engine, pending the repairs of the atmospheric machinery, and no accident or inconvenience whatever occurred; and, as the curves have since been greatly reduced, they humbly conceive your Lordships may, with propriety and great advantage to Memorialists, allow the line to be worked under such regulations as you may deem conducive to public safety.

Signed by forty-two persons.

Sir, *Railway Department, Board of Trade, Whitehall, September 24, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of a memorial, signed by you and other landowners, householders, &c., of Dalkey, requesting that the opening of the Kingstown and Dalkey portion of the Dublin and Wicklow Railway may not be further postponed by their Lordships, and to inform you that the memorial has been referred to Colonel Wynne, R.E., the officer appointed to re-inspect the line.

I am, &c.

Charles Leslie, Esq., &c., &c. James Booth.

Sir, 18, *Duke Street, Westminster, September 22, 1855.*

Your letter of the 15th instant to the Secretary of the Dublin and Wicklow Railway Company, with the papers referred to in it, have been sent to me, and I have been instructed to reply thereto, and to submit to the Lords of the Committee of Privy Council for Trade any observations I may consider it necessary upon the reports of Mr. Vignolles and Mr. Gibbons, and upon the question which is now waiting the decision of their Lordships.

As regards the statements of facts in the two reports referred, I would merely observe that there is a misapprehension in assuming that the gradients differ practically from those laid down in the Parliamentary section; the apparent discrepancy arises merely from the returns made by my assistants giving unnecessarily every separate wave in the line of rails as executed. There is no part of the line where the total fall in any length of half a mile is sensibly greater than that of the Parliamentary section; and as the only effect of a gradient on a main line is to diminish or increase the velocity of a train in motion, it is the amount of fall or rise in a short distance, and not the exact gradients by which that is effected, that influences the velocity.

I have no hesitation in asserting that, for all practical effects as regards the speed of the trains, the gradients are identical, but that any slight change which has been made would cause a slight *diminution* of the ultimate velocity, as the total fall is diminished; indeed, Lieut.-Colonel Wynne did not think it necessary to refer to the gradients.

As regards the width of the works, I have only to mention that on the several thousands of miles of railway in England the distance from centre to centre of the two lines is 10 ft. 8½ in. to 11 ft., sometimes less, so that when trains pass each other they have each only 5′ 4″ to 5′ 6″ on that side; the narrowest place on the line in question is upwards of 5′ 6″ on each side, and as the carriages are the same width, there is no new danger involved.

This, however, is also a point which Lieut.-Colonel Wynne did not consider called for remark, and it was not overlooked by him, as he stopped and measured the narrowest places himself.

As regards the curves, the practical view of the fact is, that two curves, one of 10 chains, and another of 13 chains' radius, are introduced in the middle of the line. That these are are not according to the Parliamentary plan is admitted, therefore the statement made by Mr. Gibbons is not disputed, but merely placed in a simpler form.

As regards the effects of this on the working of the line, the opinion of Mr. Vignolles, the engineer of the Dublin and Kingstown Railway Company, the party who has instituted the inquiry, an engineer having had considerable experience in railway making and working, may, I think, be taken as more conclusive than that of Mr. Gibbons, whose particular pursuits have not given him that experience, and notwithstanding the position in which Mr. Vignolles is placed, of being called in to see if any objections existed, certainly not to take upon himself any responsibility for that which he should think at all questionable, he frankly says that which I believe all practical working railway men would say, that (of course with the requisite precautions) the traffic can be safely and effectually carried over this railway.

Mr. Vignolles hints, also, at that which experience has proved, though the circumstance is rarely referred to, perhaps because it would be needlessly opposing a general and harmless belief, namely, that sharp curves have not proved the cause of accidents; my experience certainly confirms this.

Appendix No. 1.

Inspections.

Dublin and Wicklow Railway (Dalkey Branch).

In the first place, accidents from trains getting off a line, except from collisions or violent causes that would operate equally without any reference to the straightness of the line, are very rare indeed; and in all my experience I never knew of one occurring on a sharp curve, simply, no doubt, because these accidents are not influenced by any such cause, and that there is a much greater proportionate length of straight line or large curves on all railways.

As to the particular circumstances affecting the safety of this curve, and as to its comparison with the numerous cases of similar and even of smaller curves now in daily use on other lines, I have already given to you, in a former letter of the 7th instant, the causes which led to and almost compelled the Company to adopt, for the present, as nearly as possible the line of the former railway; and I would beg to request the particular attention of their Lordships to the circumstance there referred to, of this being in fact only *an improvement of an existing railway which has been at work for many years*, not only because that has been the cause of the existence of this curve, but also because it brings what appears to me such conclusive proof of the perfect safety of working the line.

For some ten years a railway on the site of the present one has been at work with steeper gradients and with several curves at this particular part of the line of little more than half the radius of the present curves. It may be said that it was an atmospheric line. I will not occupy their Lordships' time in explaining that this makes no difference as regards the tendency of a train to run off a curve, because in this particular case there is no need. The line was sufficiently steep to be worked by gravity alone in *one* direction, and for years numerous trains have daily run down this line, disconnected from the atmospheric pipe, at the full speed which the fall on the line (rather greater than those which we now have) could give them; round curves of little more than half the present radius, and as if to complete the proof and remove even any doubt as to the similarity of circumstance, the former line, so inferior in all respects of curves, was worked by locomotives for two or three months during some repairs of the atmospheric apparatus without any difficulty or inconvenience, or any idea, I believe, that there was the slightest danger attending it, and we have greatly improved the line since then. This must, I think, be considered conclusive proof of the safety with which this particular curve may be worked. The instances of similar curves on English railways are numerous; but although I have a general knowledge of the fact, there is no list of such curves to refer to, and I can only mention such as I happen to recollect, or which I have been reminded of.

At Bescot, the South Staffordshire runs into the Grand Junction with a curve of 7½ chains; it runs into the Trent Valley with a curve of 12 chains.

The Deeside runs into the Aberdeen Railway with a curve of 9 chains.

The South Woolwich joins the Eastern Counties with a radius of 8 chains. At *each of these the majority of trains run through without stopping.*

I could name twenty or thirty junctions, curves of from 6 to 8, 9, and 10 chains' radius, where practically, as is well known, the train generally runs through without stopping when the signals show that no other trains are passing; and in such cases these curves are always traversed at fair running speeds, to overcome the resistance caused by them, which is the principal inconvenience resulting. The danger, if any, arises from the points and crossings of the junction being *on* the sharp curve; these do not exist on a main line without a junction, they are therefore conclusive proofs of the safety of merely traversing curves. There are also many cases of such curves upon main lines. The London and North Western Railway to Liverpool and to Manchester, formerly the only line from London to the latter town, turns off at Newton to the west by a curve of 9 chains, and to the east by one of 10. These were originally junction curves, but have long since become to all intents and purposes parts of the main line, with the disadvantage of still having the points and crossings of a junction.

On the line from Great Grimsby to New Holland, I am assured by the engineer that eighty trains per day run, and have run for several years, round a curve of 6¾ chains' radius, at ordinary speeds up to twenty miles per hour.

At Ritford a very large traffic runs daily round a curve of 7 chains.

On lines of my own construction and under my own control, I can mention two strong cases. The Bristol and Exeter Railway runs into Bristol with an S or reversed curve, formed of an entire quadrant of a circle of curves, with radii varying from 10 to 12 chains, and back with nearly another quadrant of radii varying from 9 to 10 chains.

During many years, all trains coming from Exeter passed round these curves at a good speed, and now a considerable number do so each day; and, so far as I can remember, without ever meeting with an accident.

On the Windsor line of the Great Western Railway, all the trains pass at their full ordinary speed round a curve of about 13 chains; and when Her Majesty goes northward from Windsor, the royal train, which is a quick one, and has an unusually long carriage, and is always drawn by our heaviest and largest engines, passes this curve, and one of 10 chains at greater speeds than is very likely to be attained on the Dalkey line; and the principal Inspecting Officer of the Railway Department, Colonel Simmons, has accompanied this train round these curves at these speeds.

After mentioning these precedents, it is almost unnecessary to say more, but I will call their Lordships' attention to the circumstances of the present railway, which are such as to render the effects of a curve less important than in those cases I have named.

The portion of railway under consideration is only two miles in length, having at each extremity a station at which all trains are sure to stop, their being the most important passenger stations on the line, and the line is so completely a picking-up or omnibus line, on which high speeds are not sought for or attainable, that the platforms are built for another station directly at the curve in question, dividing even this short distance of the line into two portions of only one mile each. High speeds are not therefore sought for, and as much sharper curves have been worked for a long time at the identical place, and as equally sharp curves, and curves of even smaller radius are in constant use in England, and probably in Ireland, without any danger resulting, I submit that with the ordinary precautions adapted to the peculiar case to which Mr. Vignolles refers, of avoiding excessive speeds, and maintaining the permanent way in good order, that the line may be as safely worked as any other line now open to the public.

To these conditions the Company is quite willing to be bound, and if 20 miles per hour should be the limit fixed by their Lordships, such a rule can practically be observed, and such a speed would probably not generally ever be attained.

I have, &c.

Captain Galton, R.E., &c., &c. I. K. Brunel.

Sir,

18, *Duke Street, Westminster, September* 24, 1855.

Since writing to you under date of the 22d instant, but which letter I could only send this day, I have received a copy of a report of Lieut.-Colonel Wynne, of the date of the 13th instant, upon my letter of the 7th.

I think the cases which I have referred to in my letter of this day ought to meet the observation, that such curves are only used in stations or at junctions.

As regards the list of the other curves to be found on this short portion of railway, I would submit that, although they appear to aggravate the case, it is only in appearance, they do not render the sharper curves less safe. On the contrary, they probably ensure the use of engines and carriages adapted to curves; but I think they should not be considered at all, and need not have been mentioned; they are only such curves

as are now of constant application on numerous lines. With respect, however, to all these curves, as well as that of 10 chains, which I presume is that which is principally objected to, I am prepared to submit a plan that will bring them under the most favourable circumstances of the best protected junction or station curves, and which, as I think, must remove all objection on the part of their Lordships.

It is *admitted* that curves of much less radius are worked with perfect safety where the speeds can be limited, and on this principle they are, as a rule, sanctioned at junctions and near stations where the only means of limiting are by regulations and orders, but which, of course, it is difficult to enforce, and the obedience to which is always a matter of opinion, and can never be strictly determined, as there is no measure or record of speed.

All the curves under consideration occur between two stations only two miles apart, at which all trains will stop. This circumstance alone is a practical protection against speed, much more to be depended than the laws now in force at junctions not situated between two closely adjoining stations, but which, nevertheless, appear practically sufficient; but let the time of passage between these two stations be limited, and I submit that the security against undue speed is not only infinitely greater than at any of the hundred cases of sharper curves which can be quoted as in daily use, but is practically certain.

I propose then, that the total time to be occupied by trains between these two stations should from time to time be fixed by the Board of Trade, so as to limit the speed round these curves to such rate as their proper adviser may consider safe.

I am, &c.

Captain Galton, R.E., &c., &c. I. K. Brunel.

Sir, 18, *Duke Street, Westminster, September* 27, 1855.

I have to request, on the part of the Dublin and Wicklow Railway Company, that I may be allowed to withdraw the notice sent under date of the 28th August last, and to send the enclosed in lieu thereof.

I am, &c.

Captain Galton, R.E., &c., &c. I. K. Brunel.

(Enclosure.)

To the Lords of the Committee of Privy Council for Trade.

I beg to give you notice that, in the opinion of the Dublin and Wicklow Railway Company, that portion of their line which lies between Dalkey and Kingstown, being a distance of two miles, is now ready for inspection, and will be opened on the 12th of October, or earlier, if sanctioned by your Lordships.

I. K. Brunel,
Engineer-in-Chief to the
Dublin and Wicklow Railway Company.

Dated this 27th day of September 1855.

Sir, *Railway Department, Board of Trade, Whitehall, October* 10, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received from Colonel Wynne a report of his re-inspection of the railway between Kingstown and Dalkey, belonging to the Dublin and Wicklow Railway Company. Upon consideration of that report, my Lords do not object to the opening of the line in question for the public conveyance of passengers, provided that the undertaking of the Directors of the Dublin and Wicklow Railway Company, contained in the letter of the Secretary of the Company to Colonel Wynne, of the 9th instant, be faithfully acted up to.

I am, &c.

The Secretary of the
Dublin and Wicklow Railway Company. James Booth.

Sir, *Dublin, October* 9, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day re-inspected the railway between Kingstown and Dalkey, belonging to the Dublin and Wicklow Railway Company, and I have to report that I found, as regards the curves, that no alteration had been made in the line since my former inspection; but the Company have constructed a station at the distance of about half a mile from the Kingstown end, and they are willing to undertake, if their Lordships will sanction the opening of the line, that all trains shall stop at the principal Kingstown Station, at the Kingstown Sandy Cove Station, and at Dalkey; that the speed of these trains shall be so regulated as to occupy not less than twelve minutes for the entire journey; that the line, so long as it remains a single line, shall be worked by only one engine; that the carriage windows shall be barred, and that the carriages and engine shall be of such construction as to be properly fitted for the safe working of the line; and I herewith annex an undertaking from the Secretary of the Company to the above effect.

There can be no question that in working a line constructed with such curves as exist on the Kingstown and Dalkey Railway, that the chief element of safety is a low speed, and if this can be ensured, the travelling may be conducted with as little danger as on lines of a more ordinary construction; by the introduction of a station at Sandy Cove, and the undertaking that all trains shall stop at it, it will, from the position in which it is placed, hardly be in the power of even a reckless driver, to get up a speed that might be considered dangerous; and as the Company undertake further that the transit over the two miles shall not occupy a less time than twelve minutes, I am of opinion (the Company faithfully acting up to the conditions they have bound themselves to) that the line may be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade. Geo. Wynne,
Lieut-Col., Royal Engineers.

(Enclosed in Col. Wynne's Report.)

Dear Sir, *Dublin and Wicklow Railway*, 25, *Upper Merrion Street, Dublin, October* 9, 1855.

I beg to state that it is the intention of this Company that all the trains upon the Dalkey and Kingstown portion of their railway shall stop at the principal Kingstown Station, the Kingstown Sandy Cove Station, and at Dalkey; and that the speed of these trains shall be so regulated as to occupy not less than twelve minutes for the entire journey; that the line, so long as it remains a single line, shall be worked by only one engine; that the carriage windows shall be barred, and that the carriages and engine shall be of such construction as to be properly fitted for the safe working of the line.

I am authorized by the Directors to undertake that such shall be the regulations for the working of the traffic, and that the same shall be carried out.

I have, &c.

Lieut.-Col. Wynne, Royal Engineers, &c., &c. Rich. M. Muggeridge, *Secretary.*

Dublin and Kingstown Railway, 48, *Westland Row, Dublin,*
Sir, *October* 9, 1855.

I was this day favoured with an interview by Colonel Wynne, subsequent to his inspection of the line of railway between Kingstown and Dalkey, when he informed me of the purport of the report which he intended to forward to the Board of Trade relative thereto, and suggested that the Dublin and Kingstown Railway Company might address any observations thereon which they might consider necessary.

Not having had any previous intimation of the time when the inspection would take place, I was unable to have a meeting of the Directors of this Company, to ascertain their views, may I therefore respectfully request

Appendix No. 1.

INSPECTIONS.

that no final decision may be come to on Colonel Wynne's report until you receive a communication from this Board, which I undertake shall not be later than to-morrow.

I am, &c.

Captain Galton, R.E., Secretary, Board of Trade. WM. HAUGHTON, *Chairman.*

Dublin and Wicklow Railway (Dalkey Branch).

Dublin and Kingstown Railway, 48, Westland Row, Dublin, October 10, 1855.

SIR,

THE Chairman of this Company, and some other members of the Board of Directors, were yesterday favoured with an interview by Colonel Wynne, relative to his inspection of the line of railway between Kingstown and Dalkey, when he stated that he intended to report to the Board of Trade that, under certain restrictions as to stoppages and speed, he thought that the railway might with safety be opened for public traffic.

I am directed to refer your Board to my former letter of the 12th ult., and to the reports of this Company's engineers sent therewith, and to remind you that the line in question is not at all in conformity with the deposited plans sanctioned by the Act of Parliament authorizing its construction, nor is it a line capable of accommodating the requirements of the district, or of fulfilling the purposes for which Parliament gave its sanction.

This Board would, therefore, respectfully urge that such alterations as are necessary to enable the traffic to be efficiently and safely carried over it, shall be directed to be made before the Board of Trade authorize its being opened.

I have, &c.

Captain Galton, R.E., Secretary, Board of Trade. J. B. PIM.

SIR,

Railway Department, Board of Trade, Whitehall, October 15, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, relative to the opening of the portion of the Dublin and Wicklow Railway, extending from Kingstown to Dalkey.

In reply, I am to inform you that your letter of the 12th ultimo, and the papers transmitted therewith, were referred to Lieut.-Colonel Wynne previously to his re-inspection of the line in question, and Colonel Wynne having, on his re-inspection, reported that in his opinion it might (subject to the observance of certain conditions) be opened with safety, my Lords informed the Dublin and Wicklow Railway Company that they no longer objected to the opening of the line, provided the conditions mentioned in Colonel Wynne's report of his re-inspection were faithfully acted up to.

I am, &c.

The Secretary of the Dublin and Kingstown Railway Company. JAMES BOOTH.

Dublin and Kingstown Railway, 48, Westland Row, Dublin, October 15, 1855.

SIR,

I AM instructed by the Directors of this Company to request you to favour them, at your earliest convenience, with a copy of the certificate issued to the Dublin and Wicklow Railway Company, for the opening of the portion of their line between Kingstown and Dalkey.

I am, &c.

Captain Galton, R.E., Secretary, Board of Trade. J. B. PIM.

SIR,

Railway Department, Board of Trade, Whitehall, October 17, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th inst., requesting to be furnished with a copy of their Lordships' certificate authorizing the opening of the Dublin and Wicklow Railway between Kingstown and Dalkey.

In order to complete the correspondence with which you have already been supplied, my Lords direct me to transmit to you the enclosed copy of Lieut.-Colonel Wynne's report of his re-inspection, together with a copy of the letter authorizing the opening of the line in question.

I am, &c.

The Secretary of the Dublin and Kingstown Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

GLASGOW AND PAISLEY JOINT RAILWAY

(SIDING AT GLASGOW).

Glasgow and Paisley Joint Railway (Siding at Glasgow).

SIR,

Railway Department, Board of Trade, Whitehall, May 24, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report by Lieut.-Colonel Wynne, R.E., the officer appointed by their Lordships to inspect the siding of the Glasgow and Paisley Joint Railway at Glasgow, referred to in your letter of the 7th inst.

Upon consideration of that report, my Lords direct the Joint Committee of the Caledonian and Glasgow and South Western Railway Companies, for the management of the Glasgow and Paisley joint line, to postpone the opening of the siding in question, for the public conveyance of passengers for a period of one calendar month from this date.

I am, &c.

The Secretary of the Glasgow and Paisley Joint Railway Committee, Glasgow. DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

SIR,

Railway Department, Board of Trade, Whitehall, May 21, 1855.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the goods siding at the Glasgow Station of the Glasgow and Paisley Joint Railway, which it is proposed to appropriate to passenger traffic.

The siding which the Company wish to appropriate to their arrival passenger trains was formerly used for goods alone. It lies over a store, and the rails are carried on longitudinal cast-iron girders of a peculiar and antiquated construction, but which appear to be of sufficient strength; these again are carried on cross girders of cast iron, which are supported partly on cast-iron pillars and partly on a brick wall. The breaking weight of the weakest of these girders has been given to me as 55 tons, which, for a distributed load, may not be overstated.

The Company have informed me, through their engineer, that it is not intended to run engines over these rails, but I do not see how this can be avoided. No doubt the Company will issue very stringent orders direct-

ing that engines are on no account to be permitted to go into the siding, but there are so many circumstances which might render it desirable, perhaps almost necessary, for an engine to go in, that it could hardly be hoped that the rule would not occasionally be infringed; and it, moreover, appears to me that a railway company is not justified in making one part of their line of less strength than another, on the grounds that they have issued orders that no engine is to be taken over that portion when no obstacle exists to restrain drivers from doing so, further than the mere orders of the Directors.

If, therefore, the siding (which is a continuous part of the line) is to be considered as open to the ordinary traffic of the line, which, in my opinion, it ought to be, the following estimate will show that the girders on which it rests fall far short of the usual requirements:—

	Tons.	Tons.
Statical load - - - -	4·51 × 3 =	13·53
Moving load (engine) - -	25 × 6 =	150·
		2)163·53
		81·76
Estimated strength of girder - - -		55·
		— 26·76

The rails being carried on long longitudinal balks, the load is, to a certain extent, distributed over more than one cross girder; but it must be observed, at the same time, that on these girders the load is not a distributed one, but rests on two points, which will in a measure reduce their bearing powers, and the discrepancy between what should be the breaking weight of the girders and what it actually is, is so great as to supersede any advantage that might be derived from the mode in which the load is disposed.

I must, therefore, state, that in my opinion the goods siding at the Glasgow Station cannot be opened for passenger traffic without danger to the public, owing to a deficiency of strength in the girders upon which it rests.

I am, &c.
Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Sir, *Bridge Street Station, Glasgow, June* 19, 1855.

I beg to intimate to you the withdrawal of the notice of the opening of the passenger siding at the Glasgow Station of this railway, referred to in my letter dated 7th May last, and to give you the usual notice of one month from this date as the period now fixed upon for the use of the siding for passenger traffic.

I have, &c.
Alex. Cowan,
Secretary, Glasgow and Paisley Joint Railway.

The Secretary of the
Railway Department of the Board of Trade.

Sir, *Railway Department, Board of Trade, Whitehall, July* 28, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords have received a further report from the officer appointed by their Lordships to inspect the goods siding of the Glasgow Station of the Glasgow and Paisley Joint Railway.

My Lords, having considered that report, no longer object to the opening of that portion of railway for the public conveyance of passengers.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Glasgow and Paisley Joint Railway Committee, Glasgow.

Sir, *Glasgow, July* 26, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day re-inspected the goods siding at the Glasgow Station of the Glasgow and Paisley Joint Railway. Since my former inspection, the cast-iron girders have been trussed with double wrought-iron tie-rods $1\frac{1}{2}$-inch in diameter.

In order to test the cross girders, which were the ones that, in my former report, I considered of insufficient strength, I had 30 tons of rails laid over two bays (the cross girders are 15 feet apart), and then two engines (coupled chimney end to chimney end) passed over these bays. Twenty tons of rails had been laid over these bays before a gauge to measure the deflection had been put up; but the deflection, with the additional ten tons and the moving load of two engines, equivalent to 44 tons, was something more than $\frac{1}{16}$ of an inch, which appears to me a satisfactory result. It was a load of 74 tons over a length of about 40 feet, which is more than double that which, under ordinary circumstances, could come upon it. I might have tested the girders to a greater extent, but I was unwilling to subject them to a test which might possibly have permanently affected them.

I am of opinion that the siding may now be opened for passenger traffic without danger to the public.

I have, &c.
Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

GREAT SOUTHERN AND WESTERN (IRELAND) RAILWAY.

(FROM KILBARRY TO THE QUAY AT CORK.)

Sir, *Railway Department, Board of Trade, Whitehall, November* 19, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report made by Lieut.-Col. Wynne, R.E., the officer appointed by their Lordships to inspect the portion of the Great Southern and Western (of Ireland) Railway extending from the temporary station at Kilbarry to the quay at Cork.

Upon consideration of that report, my Lords direct the Great Southern and Western Railway Company to postpone the opening of the portion of line in question, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Great Southern and Western (of Ireland) Railway Company.

Appendix No. 1.

INSPECTIONS.

Great Southern and Western (Ireland) Railway (Kilbarry to the Quay at Cork).

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, November* 19, 1855.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the extension of the Great Southern and Western Railway (Ireland) from the temporary station at Kilbarry to the quay at Cork; I found all the works well and substantially executed; but, as the line is chiefly through a tunnel, and there being but one platform for arriving and departing trains from the new terminal point, I considered it desirable that a telegraphic communication should be established through the tunnel, extending from its northern end to the station; the engineer of the railway acquiesced in the propriety of this arrangement, and agreed to send me an undertaking from the secretary of the company that until the telegraph was established, as I pointed out, the trains should be worked in and out of the tunnel by each train carrying a pilotman or travelling porter. As the secretary of the railway has failed to send me the undertaking, which I have waited for for some days, I am compelled now to report that, owing to the insufficiency of the working arrangement, I am of opinion that the extension from Kilbarry to the quay of Cork cannot be opened without danger to the public using the same.

I have, &c.

The Secretary of the Railway Department, Board of Trade. GEO. WYNNE, *Lieut.-Col., Royal Engineers.*

SIR, *Railway Department, Board of Trade, Whitehall, November* 21, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a further report made by Lieut.-Col. Wynne, R.E., the officer appointed by their Lordships to inspect the portion of the Great Southern and Western Railway extending from Kilbarry to the quay at Cork.

Upon consideration of that report, my Lords will no longer object to the opening of the portion of line in question, provided the arrangements therein detailed be adhered to until the electric telegraph shall have been completed, and provided that after the completion of the telegraph no train shall be allowed to enter the tunnel until the preceding train on the same line of rails shall have passed out of the tunnel.

I am, &c.

The Secretary of the Great Southern and Western (of Ireland) Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, November* 20, 1855.

HAVING received an undertaking from the Secretary of the Great Southern and Western Railway (Ireland), which I annex, that one man shall be appointed to conduct every train through the tunnel until the telegraph shall have been erected between Kilbarry and the new terminus, I beg to state, that every objection being now removed to the opening of the line, I am of opinion that the extension from Kilbarry to the quay of Cork may be opened without danger to the public using the same.

I have, &c.

The Secretary of the Railway Department, Board of Trade. GEO. WYNNE, *Lieut.-Col., Royal Engineers.*

(Enclosed in Colonel Wynne's Report.)

Great Southern and Western Railway, Secretary's Office, Kingsbridge Terminus, Dublin, November 17, 1855.

SIR,

MR. MILLER, our Engineer, who accompanied you on Friday, the 8th inst., in your inspection of the portion of our line from Kilbarry to Penrose's Marsh, Cork, having reported to the Board that you will require, before permission is granted for opening the line for traffic, a guarantee from this Company that one train only should be allowed to pass through the tunnel at the same time, and that one man should be appointed to conduct every train. I now beg to state that the Directors hereby agree to this arrangement until the telegraph shall have been extended from Kilbarry to the new Terminus at Cork, and that every exertion shall be made to have the wires laid between these two points as soon as possible.

I am, &c.

Colonel Wynne, R.E. WM. TAYLOR, *Secretary.*

Hereford, Ross, and Gloucester Railway (Hopesbrook to Hereford).

HEREFORD, ROSS, AND GLOUCESTER RAILWAY.

(HOPESBROOK TO HEREFORD.)

SIR, *Railway Department, Board of Trade, Whitehall, May* 17, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Hereford, Ross, and Gloucester Railway between Hopesbrook and Hereford.

Upon consideration of that report, my Lords direct the Hereford, Ross, and Gloucester Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for the period of one calendar month from this date.

I am, &c.

The Secretary of the Hereford, Ross, and Gloucester Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

SIR, *Railway Department Board of Trade, Whitehall, May* 16, 1855.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your letter of the 8th instant, I have inspected the Hereford, Ross, and Gloucester Railway, between Hopesbrook and Hereford.

This line is single, and about 17¼ miles in length. It is laid with a Barlow's patent rail, weighing 90 lbs. to the yard lineal, and 20 feet long, with transverse iron ties at the end of each rail to preserve the gauge. It has been constructed with a gauge of 7 feet between the rails, and is to be leased and worked by the Great Western Railway Company, in connection with the South Wales lines.

The works are heavy, and consist, on a large part of the line, of a series of embankments and cuttings following closely upon each other, and attaining, in the former case, a height of 40 feet, and in the latter, a depth of 72 feet. The embankments appear generally to be well consolidated, and have, I understand, been completed for some little time; but the sides of the cuttings, which are principally composed of the old red sandstone rock, will require, in some places, to be carefully watched, with a view to the removal, from time to time, of such additional portions of the rock as became gradually more and more loosened.

There are four viaducts, carrying the railway as many times over the river Wye; and a fifth crosses some roads to the west of Ross. They are all constructed of trussed timber beams, supported on stone piers and abutments, and braced by wrought iron tension rods, 1½" in diameter. Each of the river viaducts consists of

six openings, and they are all of the same span, 44 feet. The Ross viaduct also consists of six openings, but the spans of this latter vary from 16 to 46 feet. The heaviest concentrated load which I was able to procure for testing these viaducts, as well as the bridges on the line, was composed of two tank engines, weighing altogether 63 tons, and covering 53 feet between the buffer planks, and 44 feet between the wheels; and with this load deflections were ordinarily produced in the beams of ·24 of an inch, but, in some cases, in which it was evident that the iron bolts required to be screwed up, as much as ·42 of an inch, and, in one case, ·48 of an inch. An order was given in my presence for the tightening up of all the bolts of these viaducts; and though I should have preferred to see them of wrought iron rather than of wood, I have no doubt of their stability, as long as the timber continues to be sound and the bolts are kept to their proper strain.

The bridges are 36 in number—14 over, and 22 under the railway. Of the former, 13 are of masonry, and one is constructed with cast iron girders on masonry abutments, and they are of spans varying from 28 to 66 feet. I did not observe anything calling for particular remark in regard to them. Of the latter, 14 are of masonry, one is of iron, and seven are of timber. The masonry under bridges vary in span from 13 to 30 feet, and of these, a small arch, near the Strangford viaduct, has suffered to a certain extent from the weight of the embankment which it supports, but as I learn that it has not altered its shape for the last two years, I have no apprehension for its safety, though I consider that it should be watched. The iron under-bridge is composed of two wrought iron girders, with balloon tops, upon masonry abutments, held together by $1\frac{1}{4}''$ bolts, and carrying the rails upon $8''$ planking, upon which $9''$ of ballast are laid. I estimate these girders as calculated to carry $2\frac{1}{2}$ tons per foot run, which includes the greatest rolling load, as well as the weight of the bridge, and that of the rails and ballast, with a tensile strain of about 5 tons per square inch at the bottom, and with a strain in compression of about 4·5 tons per square inch at the top, without taking into consideration the additional strength afforded by the middle web. The greatest deflection I obtained from the girders was $\frac{5}{16}''$, and from the centre of the planking, $\frac{7}{8}''$, and I see every reason to be satisfied with the structure, in as far as its present strength is concerned.

The timber under-bridges are of spans varying from 12 to 46 feet. The beams of the larger spans are trussed similarly to those of the viaducts, and the rails are, as in the case of the viaducts and in that of the iron bridge, carried by $8''$ planking, on which is laid $9''$ of ballast. These bridges also appear to be of a substantial nature. The greatest deflection from the beams of the larger spans was $\frac{7}{16}''$ for the beams, and $1''$ from the centre of the planking, which would, of course, exceed that which was given under the rails. As with all the wooden viaducts and bridges, a portion of the deflection must be considered as due to the compression at the bearings.

There are four tunnels on this line, of the respective lengths of 771, 540, 1,210, and 110 yards. I am informed that the last of these has been the most troublesome to construct, on account of the nature of the soil, and the weight of loose rock above it, but that a great part of it having been taken down and rebuilt in cement, it has stood well since. Judging from the appearance of the surface of the masonry, the third of these tunnels is that which principally requires the attention of the engineer, and I would recommend that it should be most carefully watched.

I am of opinion that the same measure should be adopted in regard to a culvert which occurs at $15\frac{3}{4}$ miles from the fixed point at Grange junction, as it appears to have altered its shape to a considerable extent, though it was not easy to see how far the evil extended into its interior.

The only additions that I remarked as being required on this line, are,—

1. Chock-blocks to all the sidings.
2. A signal to the west of the Mitcheldean-road Station, to be worked by wires from the station.
3. A means of communication between the signalman stationed at the signal-post to the west of Hereford and the station platform, either by telegraph or by signals to be worked by wires; and
4. A lodge for the gatekeeper at the turnpike road level crossing, at 21 miles 8 chains from the fixed point.

With these trifling exceptions, this line appears to be quite in a state for opening; but I have not yet received a copy of any regulations under which it is proposed to work the single line, and, on this account, as well as on account of these required additions, I am compelled, before the seven days' notice has passed, to report, in the terms of the Act, that I am of opinion that the opening of the Hereford, Ross, and Gloucester Railway, between Hopesbrook and Hereford, would, by reason of the incompleteness of the works and the insufficiency of the establishment, be attended with danger to the public using the same.

In conclusion, I have only to observe that a mixed gauge line has been laid from the signal post, about 200 yards to the east of Hereford Station, into that station, as well as on a siding, which also extends from the station to the signal-post. The Hereford Station is, as yet, far from being completed; but temporary booking offices have been erected for the accommodation of the traffic. The station is being erected at the joint expense, and for the joint use of the Great Western and Shrewsbury and Hereford Railway Companies, provision being made at the east for the broad, and at the west end for the narrow gauge traffic.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Sir, *Railway Department, Board of Trade, Whitehall, May* 28, 1855.

In reference to my report of the 16th instant, on the subject of the Hereford, Ross, and Gloucester Railway, between Hopesbrook and Hereford, I have now the honour to enclose a letter from the superintendent of that portion of the Great Western Railway, containing such instructions for the working of the line as will, if carried out, ensure the safety of the public, together with a letter from the office of the engineer-in-chief of the line, reporting the completion of the requirements alluded to in that report.

The enclosed instructions have been prepared in consequence of the objections which I urged to the instructions for working the line which were in the first instance submitted to me, but which were longer, more complicated, and not such as would necessarily ensure safety to the public.

Under these circumstances, I beg to report, for the information of the Lords of the Committee of the Privy Council for Trade, that I am of opinion that the Hereford, Ross, and Gloucester Railway, between Hereford and Hopesbrook, may be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

(Enclosed in Captain Tyler's Report.)

Dear Sir, *Paddington, May* 26, 1855.

I think the enclosed instructions will meet your views. I have drawn them up as short as possible.

I have, &c.

Captain Tyler, R.E.

Thomas Graham.

GREAT WESTERN RAILWAY.

Regulations for working the single line of railway between Hereford and the Grange Junction by means of the Electric Telegraph.

1st. The telegraph stations are Grange Junction, Ross, and Hereford.
2d. The telegraph is to be used exclusively for the purposes of the line.
3d. The only crossing place for the trains between Hereford and the Grange Junction is at Ross.
4th. No down train or engine may be allowed to leave the Grange Junction until it has been ascertained that the previous down train or engine has arrived at Ross, and that no train or engine has been started from Ross, and is then on the line between that station and the Grange Junction. Nor may any down train or engine be allowed to leave Ross until it has been ascertained that the previous

Appendix No. 1.

Inspections.

Hereford, Ross, and Gloucester Railway (Hopesbrook to Hereford).

down train or engine has arrived at Hereford, and that no up train or engine has been started from Hereford, and is then on the line between that station and Ross.

5th. No up train or engine may be allowed to leave Hereford until it has been ascertained that the previous up train or engine has arrived at Ross, and that no down train or engine has been started from Ross, and is then on the line between that station and Hereford. Nor may any up train or engine be allowed to leave Ross until it has been ascertained that the previous up train or engine has arrived at the Grange Junction, and that no down train or engine has been started from the Grange Junction, and is then on the line between that station and Ross.

(Enclosed in Captain Tyler's Report.)

My dear Sir, 18, *Duke Street, Westminster, May* 28, 1855.

All your engineering requirements have been complied with; may I assume that so far, therefore, your prohibition as to opening is withdrawn.

As regards the byelaws, &c., I must refer you to those with whom I believe you are in correspondence on the subject.

I am, &c.

Captain Tyler, R.E. I. K. Brunel.

Sir, *Railway Department, Board of Trade, Whitehall, May* 29, 1855.

The Lords of the Committee of Privy Council for Trade having received a further report from the officer appointed by their Lordships to inspect the portion of the Hereford, Ross, and Gloucester Railway extending from Hopesbrook to Hereford, direct me to inform you that they no longer object to the portion of line in question being opened for the public conveyance of passengers.

I am, &c.

The Secretary of the Hereford, Ross, and Gloucester Railway Company. Douglas Galton, *Captain, Royal Engineers.*

HORNCASTLE RAILWAY.

Horncastle Railway.

Sir, *Railway Department, Board of Trade, Whitehall, August* 7, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by the officer appointed by their Lordships to inspect the Horncastle Railway.

Upon consideration of that report, my Lords direct the Horncastle Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

The Secretary of the Horncastle Railway Company. Douglas Galton, *Captain, Royal Engineers.*

(Enclosure.)

Sir, *August* 6, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I this day inspected the Horncastle Railway, extending from Kirkstead Station on the Great Northern Railway, to the town of Horncastle, the length of the line being 7½ miles.

I have to report that I found the permanent way, generally, in a very incomplete state, and the rails especially so much out of adjustment, that I am of opinion the Horncastle Railway cannot be opened without danger to the public using the same.

I have, &c.

The Secretary of the Railway Department, Board of Trade. Geo. Wynne, *Lieut-Col., Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, August* 11, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords have received a report from Lieut.-Col. Yolland, R.E., of his inspection of the Horncastle Railway.

Upon consideration of that report, my Lords direct me to inform you that they do not object to the opening of this line for the purposes of public traffic, provided the mode of working be adhered to which Col. Yolland states in his report is proposed to be adopted by the Company, viz., that only one engine shall be allowed in steam at one and the same time upon the single line.

I am, &c.

The Secretary to the Horncastle Railway Company. Douglas Galton, *Captain Royal Engineers.*

Sir, *Railway Deparment, Board of Trade, Whitehall, August* 11, 1855.

In compliance with the instructions contained in your letter of the 9th instant, I yesterday inspected the Horncastle Railway, extending from a junction with the Great Northern Railway at Kirkstead Station to the town of Horncastle.

The length of the line, which is laid single throughout, is 7 miles 28·7 chains, and no land has been purchased with a view to laying down an additional line at a future period. The width at formation level is 21 feet in the cuttings, and 20 feet on the banks; the gauge is 4 feet 8½ inches; double headed rails in lengths of 21 feet, and of 72lbs. to the linear yard, are used; the joints are fished with wrought iron fish plates, each pair weighing 28lbs., and secured with 4-¾″ wrought iron bolts and nuts. The chairs are of Messrs. Ransome and May's patent, weighing 21¾lbs. each, and fastened to the sleepers by the patent compressed oak tree-nails; the rails are fastened into the chairs by patent compressed fir or elm keys. The sleepers are of Norway fir, half round 10″ × 5″ at the smallest end, and not less than 8′ 10″ long; they are laid transversely at two feet apart at the joints, and 3′ 2″ apart in all other cases.

The ballast is composed of gravel and sand two feet in depth.

The embankments and cuttings on the line are of a very light character, and the permanent way and works are now in fair condition.

There is only one bridge, and that an over bridge of brickwork, on the line; it appears to have been substantially constructed.

There are no viaducts or tunnels on the line, but there are a large number of level crossings, six of which are over parish roads, and which, with one exception, have gates that close the rail as well as the road. Lodges have been erected for gatekeepers at these parish roads.

The fencing is complete throughout.

There is only one station on the line, viz., at Horncastle; the station buildings are still in an unfinished state. No turn-table has been provided, as it is intended to work the traffic by means of a tank engine.

The station at Horncastle and the junction at Kirkstead are protected by distant signals.

The line is to be worked by the Great Northern Railway, and as it is single, it is intended to have only one engine in steam on the line at the same time.

There are no deviations beyond the limits sanctioned by the Legislature.

I am therefore of opinion that the Horncastle and Kirkstead Railway may be opened for traffic without danger to the public using the same.

I have, &c.

Captain Galton, R.E., &c., &c. W. Yolland, *Lieut.-Col., Royal Engineers.*

Appendix No. 1.

Inspections.

Inverness and Nairn Railway.

INVERNESS AND NAIRN RAILWAY.

Sir, *Railway Department, Board of Trade, Whitehall, October* 5, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report by Lieutenant-Colonel Wynne, R.E., the officer appointed by their Lordships to inspect the Inverness and Nairn Railway.

Upon consideration of that report, my Lords direct the Inverness and Nairn Railway Company to postpone the opening of the railway in question, for the public conveyance of passengers, for the period of one calendar month from this date.

I have, &c.

The Secretary of the Inverness and Nairn Railway Company. Douglas Galton, *Captain, Royal Engineers.*

(Enclosure.)

Sir, *Inverness, October* 3, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the Inverness and Nairn Railway, which lies between the two above-named towns, its length being 15 miles 15 chains.

I found the permanent way, which consists of a single line of rails, well laid down and in good order, and the bridges of sufficient strength; the line is, however, deficient in signal posts and turn-tables, and as yet the Company are unprovided with passenger carriages, and have but one engine; as these deficiencies, both in the rolling stock and works, would render the line unsafe, I must state it as my opinion that the Inverness and Nairn Railway cannot be opened without danger to the public using the same, owing to the incompleteness of the works and the insufficiency of the establishment.

I have, &c.

The Secretary of the Railway Department, Board of Trade. Geo. Wynne, *Lieut.-Col., Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, October* 31, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they hav received a further report from Lieutenant-Colonel Wynne, R.E., the officer appointed by their Lordships to inspect the Inverness and Nairn single line of railway.

Upon consideration of that report, their Lordships do not object to the line in question being opened for the public conveyance of passengers, provided the engines for conducting the traffic are not run tender first, and that not more than one engine shall be in steam on the line at one and the same time.

I have, &c.

The Secretary of the Inverness and Nairn Railway Company. J. Booth.

Sir, *Railway Department, Board of Trade, Whitehall, October* 30, 1855.

In reference to your letter of the 20th instant, appointing me, by direction of the Lords of the Committee of Privy Council for Trade, to re-inspect the Inverness and Nairn Railway, I beg to acquaint you, for the information of their Lordships, that I have received a letter from Captain Fraser-Tytler, a resident director of the line, certifying that the signals have been erected along the line and one turn-table put in, and that the carriages and engines have arrived, and that the Company are prepared to run all their trains with the engines properly placed.

I have also received an undertaking from the secretaries of the railway, that while the line continues to be a single one, the traffic over it shall be worked by one engine.

The above conditions being fulfilled, I am of opinion that the line may be opened without danger to the public using the same.

I annex the letters of the secretaries and director referred to.

I have, &c.

The Secretary of the Railway Department, Board of Trade. Geo. Wynne, *Lieut.-Col., Royal Engineers.*

(Enclosed in Colonel Wynne's Report.)

Inverness and Nairn Railway.

Sir, *Inverness, October* 27, 1855.

On the part of the Inverness and Nairn Railway Company and the Directors thereof, we, as Joint Secretaries of the Company, engage, and bind, and oblige ourselves, that while the railway continues to be a single line, the passenger and goods trains shall be propelled and worked by only one engine at a time.

We are, &c.

G. Anderson,
Peter Anderson,

Colonel Wynne, R.E., &c., &c. *Joint Secretaries of the Inverness and Nairn Railway Company.*

Inverness and Nairn Railway.

Sir, *Inverness, October* 27, 1855.

I beg to inform you that I have this day gone over the Inverness and Nairn Railway, and can now certify that the signals are all in their proper positions, one engine turn-table is fixed at the Nairn Station, and we have advice that the one for Inverness will be here on Wednesday evening; but even without it, we are prepared to run all the trains with the engine in its proper place, and as we contemplate running very few trains, this can be accomplished without difficulty, because there will be quite sufficient time between the trains to get the engine turned at Nairn.

I have further to state, that a second engine arrived three weeks ago, as well as the whole of the carriages, and they are now all ready for use. The staff of officials is also complete, so that altogether we are now in a position to open for public traffic so soon as your authority is obtained, which I hope will be by return of post.

I have, &c.

Colonel Wynne, R.E., &c., &c. Wm. Fraser-Tytler.

Lancashire and Yorkshire Railway (Barnsley Branch).

LANCASHIRE AND YORKSHIRE RAILWAY.

(BARNSLEY BRANCH.)

Sir, *Railway Department, Board of Trade, Whitehall, April* 7, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from their inspecting officer of his inspection of the second line of rails on the Barnsley Branch of the Lancashire and Yorkshire Railway.

Upon consideration of that report, my Lords direct the Lancashire and Yorkshire Railway Company to postpone the opening thereof, for the public conveyance of passengers, for the period of one calendar month from this date.

I am, &c.

The Secretary of the Lancashire and Yorkshire Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Appendix No. 1.

Inspections.

Lancashire and Yorkshire Railway. (Barnsley Branch).

(Enclosure.)

Railway Department Board of Trade, Whitehall, April 5, 1855.

Sir,

In obedience to the instructions contained in your letter of the 31st ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday inspected the second line of rails on the Barnsley Branch of the Lancashire and Yorkshire Railway.

The line commences at Barnsley, and ends at a junction, at Horbury, with the main line of the Lancashire and Yorkshire Railway. Its length is 8 miles 62 chains, and it is now double throughout, with the exception of that part passing through and contiguous to the two extremities of Wooley tunnel, which is very nearly one mile in length. The second line is laid on transverse wooden sleepers, whilst the first is on longitudinal timber bearers. All the over bridges, and a considerable portion of the under bridges, were constructed for a double line originally; but the new under bridges appear to be well constructed, and sufficiently strong. The line is laid with double T rails (except over the bridges, where the rails are of the bridge rail pattern), in lengths of 16 feet, averaging 80 lbs. weight per lineal yard. The cuttings and embankments, which in parts of the line are heavy, are in good order.

There were no signals erected at the Wooley and Flockton junctions with coal branches, to protect the branch line from the mineral traffic; and chock blocks were wanting at the former junction to prevent waggons running out from the mineral branch down an incline, and on to the main branch line, at the time of my inspection. I had occasion to object to the existence of one pair of facing points at Crigglestone Station, and of two pairs of facing points at Horbury Junction, and to stipulate that the traffic through the Wooley tunnel should be passed in both directions by means of one pilot-engine passing to and fro between the adjacent stations on each side of the tunnel. I was given to understand by the assistant-engineer of the line that the whole of these requirements would be carried out by Friday night, and expect to hear from him to that effect on the morning of the 7th inst., but until they shall have been completed, and such an undertaking given, I am of opinion that, by reason of the incompleteness of the works, the second line of the Barnsley Branch cannot be opened for traffic without danger to the public using the same.

I have, &c.

Captain Galton, R.E., &c., &c.

W. Yolland,
Lieut.-Col., Royal Engineers.

P.S.—With reference to the preceding report of the 5th inst., I herewith forward letters from the superintendent and assistant-engineer of the Lancashire and Yorkshire Railway Company, the former enclosing the copy of a resolution of the Land and Construction Committee of Directors, dated 31st January 1855; and the latter reporting that the whole of the requirements with reference to signals and facing points had been attended to; but as the resolution of the Committee does not distinctly state that the traffic through the Wooley tunnel shall continue to be worked through the tunnel with a pilot-engine, or some such analogous arrangement, whilst the line is single, I am still of opinion that, by reason of the incompleteness of the works, the opening of the second line of rails on the Barnsley Branch of the Lancashire and Yorkshire Railway for traffic will be attended with danger to the public using the same.

April 7, 1855.

W. Yolland.

(Enclosed in Colonel Yolland's Report.)

Engineer's Office, Heckmondwicke, Manchester, April 5, 1855.

Sir,

I have been on the Barnsley Branch this afternoon, and find that the work the Government inspector required doing is done; namely, the following:—Signal at (Sir John Kayes') Wooley Junction, and chock block at the same place; switch rod at Silkstone Junction taken to the other side of line; through crossing at Crigglestone taken out, were facing points, and also two through crossings taken out at Horbury Junction, being also facing points; and new signal fixed at (Sir John Kayes') Flockton Junction.

I believe the above is all that the Government inspector required doing.

I am, &c.

W. Watts, Esq.

W. Halliday, Jun.

Manchester, April 6, 1855.

Sir,

I trust this information will be satisfactory to you in reference to the facing points and signals; the writer, Mr. William Halliday, is the president on the Barnsley Branch works.

I am, &c.

Colonel Yolland.

W. Watts.

Superintendent's Office, Wakefield, April 6, 1855.

Sir,

In accordance with your request, I beg to enclose a copy of extract from the Directors' Minutes.

"Extract from the Minutes of the Proceedings of the Land and Construction Committee of Directors.

"Manchester, 31st January, 1855—George Wilson, Esq., in the Chair.

"Inspection of second line of rails, Barnsley Branch.
"Report read (Extract sent herewith.)
"Resolved—That for the present the trains be worked through the tunnel with a pilot-engine, as suggested.

"I am, &c.

Captain Winstead, R.N.

"J. Dunstan, *Secretary.*"

Extract of Inspection of Barnsley Branch, Crigglestone Station.

"In consequence of the line through the tunnel remaining single, it will be requisite to ensure safety to work the trains through it with a pilot-engine."

(A correct copy.)

G. H. Winstead, *Superintendent.*

Colonel Yolland, Royal Engineers.

Secretary's Office, Manchester, April 12, 1855.

Sir,

Referring to your communication of the 7th inst., conveying the directions of the Right Hon. the Lords of the Committee of Privy Council for Trade, that the opening of the second line of rails on this Company's branch to Barnsley shall be postponed for one calendar month, I am instructed to inform you that the Directors of this Company, at their meeting yesterday, passed a definite order to the effect that so long as the line through the Wooley tunnel, on the said branch, remains single, it shall be worked by a pilot-engine; and I am to express a hope that this proceeding of the Directors may have the effect of inducing their Lordships to withdraw their veto upon the immediate opening of the line in question.

I am, &c.

The Secretary of the Railway Department of the Board of Trade.

W. S. Lawn, *Secretary.*

Railway Department, Board of Trade, Whitehall, April 17, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 12th inst., and to inform you, with reference thereto, that upon the understanding that so long as the line through the Wooley tunnel on the Barnsley Branch of the Lancashire and Yorkshire Railway remains single, it shall be so worked that a pilot-engine shall accompany every train or engine which passes over the single line, their Lordships no longer object to the second line of rails on the Barnsley Branch being opened for the public conveyance of passengers.

I am, &c.

The Secretary of the Lancashire and Yorkshire Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Appendix No. 1.

Inspections.

Lancashire and Yorkshire Railway (Barnsley Branch).

Sir, *Railway Department, Board of Trade, Whitehall, April* 16, 1855.

In reference to the letter from the Secretary of the Lancashire and Yorkshire Railway, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to their order of the 14th inst., that as the Lancashire and Yorkshire Railway Company have come to the determination to work their traffic through the Woolley tunnel by a pilot-engine, so long as the tunnel contains only a single line of rails, I am of opinion that their Barnsley Branch may now be opened for traffic with safety to the public using the same.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c. &c.

LANARK JUNCTION RAILWAY.

Lanark Junction Railway.

Sir, *Railway Department, Board of Trade, Whitehall, May* 21, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Lanark Junction Railway.

Upon consideration of that report, my Lords direct the proprietors of the Lanark Junction Railway to postpone the opening of the same, for the public conveyance of passengers, for the period of one calendar month from this date.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

John Marr, Esq.,
One of the Trustees of the Lanark Junction Railway.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, May* 21, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the Lanark Junction Railway, which starts from the Cleghorn Station of the Caledonian Railway, and runs to the town of Lanark, a distance of 2 miles 41·36 chains.

And I have to report that I found the line, (the permanent way of which is laid single,) in good order, well laid, and the only under-bridge on the line of sufficient strength.

The line I was informed was to be worked by the Caledonian Railway Company, and as it is a single one, it is necessary for the security of the public against collision that it should be worked under certain conditions; the officers of the Company whom I met on my inspection, engaged to send me an undertaking that the line should be worked in such a manner as would ensure the safety of the public; as they have, however, failed to do so, I am under the necessity of stating it to be my opinion, that owing to the want of proper working arrangements, the line cannot be opened without danger to the public.

I am, &c.
Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Sir, *Lanark, May* 22, 1855.

I have to acknowledge receipt of your letter of yesterday, accompanying report in relation to the Lanark Junction Railway, and intimating the direction of the Lords of the Committee of Privy Council thereon.

I shall regret, if through an omission on my part, any delay shall occur in opening this line of railway at this season of the year. Lieut.-Col. Wynne suggested that a copy of the plans and sections of the line should be forwarded to the Railway Department of the Board of Trade, and as this copy had to be made, I did not advert to the necessity of forwarding the certificate as to the mode of working till the copy was ready.

This certificate and engagement is now enclosed, and I hope, on considering it, their Lordships will be pleased to allow the line to be opened on the 1st of June.

I am, &c.
John Marr.

Captain Galton, R.E.,
Secretary, Railway Department, Board of Trade.

(Enclosed in foregoing Letter.)

We, the Subscribers, Directors, and Trustees of the Lanark Junction Railway do hereby, on behalf of the proprietors thereof, certify and engage, that in working the traffic on the said branch, not more than one engine moved with steam power shall be brought thereon at one time.

Given under our hands at Lanark, this 22d day of May 1855.

Wm. Somerville. John Gray.
John Marr. David Lindsay.
Daniel Walker.

Sir, *Railway Department, Board of Trade, Whitehall, May* 24, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 22d inst., enclosing an engagement on the part of the Directors, &c. of the Lanark Junction Railway, that in working the traffic on the said line not more than one engine in steam shall be brought thereon at the same time. In reply, I am to inform you, that upon this understanding, my Lords no longer object to the line in question being opened for public traffic.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

J. Marr, Esq.,
Lanark Junction Railway, Lanark.

Sir, *Railway Department, Board of Trade, Whitehall, May* 24, 1855.

The Lords of the Committee of Privy Council for Trade having, by their Minute of the 23d instant, referred to me a written engagement from the Directors, Subscribers, and Trustees of the Lanark Junction Railway, that in working the traffic of that line, "not more than one engine moved with steam shall be "brought thereon at one time."

I have to report, for their Lordships' information, that the only objection to the opening of the Lanark Junction Railway is thereby removed, and I am of opinion that the line may now be opened without danger to the public using the same.

I am, &c.
Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 1.

Inspections.

Londonderry (Seaham to Sunderland) Railway.

LONDONDERRY (SEAHAM TO SUNDERLAND) RAILWAY.

Railway Department, Board of Trade, Whitehall, May 4, 1855.

Gentlemen,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be forwarded to the Dowager Marchioness of Londonderry, the enclosed communication addressed to her Ladyship, relative to the opening of the Londonderry (Seaham to Sunderland) Railway.

I am, &c.

Messrs. Swift and Wagstaff.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade, Whitehall, May 4, 1855.

Madam,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Londonderry (Seaham to Sunderland) Railway.

Upon consideration of that report, my Lords direct that the opening of the Londonderry (Seaham to Sunderland) Railway, for the public conveyance of passengers, be postponed for the period of one calendar month from this date.

I have, &c.

The Most Noble the Dowager Marchioness of Londonderry.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade, Whitehall, May 2, 1855.

Sir,

In obedience to the instructions contained in your letter of the 27th ultimo, I yesterday inspected the Londonderry Railway between Seaham and Sunderland, constructed by, and belonging to, the Marchioness of Londonderry, but not under any Act of Parliament; and I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that this line commences at Hetton Bank Head, Seaham, and ends near the south side of the Sunderland Docks. Its length is 5 miles 1¾ chains, and it is intended for a double line throughout; but that portion (2 miles 50 chains) lying between Seaham and Ryhope is already laid double, with the exception of a short distance close to Seaham Harbour Station, the remainder of the line being at present single, and the whole length has been worked over for many months past with a coal traffic.

There are seven bridges on the line, of which one is an over bridge; six are constructed with stone abutments and timber tops, and the seventh has stone abutments, a brick arch, and stone quoins. There are also five viaducts on the line constructed of timber, one of which, called the Middle Hendon Viaduct, at 3 miles 79 chains from Seaham Harbour, is at present only constructed for a single line, and it is proposed ultimately to replace it by a stone bridge. Another, the Ryhope Dene Viaduct, is intended to be replaced by stone abutments and iron girders. Both bridges and viaducts appear to be sufficiently strong.

The width of the cuttings at formation level is 25 feet, and that of the embankments 26 feet; the ballast average 1 foot 6 inches in depth, chiefly of dry gravel. The gauge of the railway is 4 feet 8½ inches, and the width between the lines of way is 5 feet 6 inches.

The line is laid with double-headed rails, averaging 65 lbs. and 69 lbs. per lineal yard, in lengths generally of 15 feet and 18 feet, placed on creosoted larch and Scotch fir sleepers 8 feet and 9 feet long, by from 8″ to 10″ by 5″ at the small end; these sleepers being fixed at the following distances, as under:—2′ 6″—3′ 4″; 3′ 4″—2′ 6″. There are no turn-tables at either extremity of the line.

The carriage windows pass at 1 foot 3 inches from the wall of the North Eastern Railway cabin at Ryhope, and this distance is not sufficient to ensure the public safety.

The fencing, with one or two exceptions, is in good order throughout.

Stations have been provided at the following places:—

Seaham Harbour Station, at	0	miles	0	chains
Seaham Colliery	„	0	„ 20	„
Ryhope	„	2	„ 40	„
Sunderland Dock	„	5	„ 1¾	„

And platforms have been constructed at one side of the line at each of these stations, but no station-houses have yet been erected.

The signals are either not yet erected or not in working order.

There are three public level crossings at which it is intended to have gatekeepers; but the gates and signals are not yet put up, and there are neither lodges nor boxes for the policemen intended to have charge of them.

There are some facing points at both ends of the line, which should be removed, if it be first proposed to work the portion between Seaham Harbour and Ryhope as a double line and the other portion between Ryhope and Sunderland as a single line, until the single portion can be doubled, and platforms should be constructed at both sides to accommodate trains going north and south where the line is double.

The works generally are in good order and durably constructed; but from the deficiencies which I have enumerated, I am of opinion that the Londonderry Railway from Seaham to Sunderland, by reason of the incompleteness of the works, cannot be opened for traffic without danger to the public using the same.

I have, &c.

Captain Galton, Royal Engineers, &c., &c.

W. Yolland,
Lieut.-Col., Royal Engineers.

Railway Department, Board of Trade, Whitehall, June 1, 1855.

Gentlemen,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be forward to the Dowager Marchioness of Londonderry, the enclosed communication addressed to her Ladyship relative to the opening of the Londonderry (Seaham and Sunderland) Railway.

I am, &c.

Messrs. Swift and Wagstaff.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade, Whitehall, June 1, 1855.

Madam,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the Londonderry (Seaham to Sunderland) Railway.

Upon consideration of that report, my Lords direct the opening of the Londonderry (Seaham to Sunderland) Railway to be postponed, for the public conveyance of passengers, for the further period of one calendar month from this date.

I am, &c.

The Most Noble the Dowager Marchioness of Londonderry.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Sir, *Birmingham, May 30, 1855.*

In obedience to the instructions contained in your letter of the 22d instant, I re-inspected the Londonderry Railway (Seaham to Sunderland) on the 28th instant, and have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I found the Marchioness of Londonderry had given directions to have the line completed throughout for a double line, and the necessary works were in a very advanced state, but many of the requirements enumerated in my report of the 2d May yet remain to be done; and, I am, therefore, of opinion that the opening of the Londonderry Railway (Seaham to Sunderland), by reason of the incompleteness of the works, cannot be sanctioned without danger to the public using the same.

I have, &c.

W. Yolland,

Captain Galton, Royal Engineers. *Lieut.-Col., Royal Engineers.*

Gentlemen, *Railway Department, Board of Trade, Whitehall, June 29, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be forwarded to the Dowager Marchioness of Londonderry, the enclosed communication addressed to her Ladyship relative to the opening of the Londonderry (Seaham to Sunderland) Railway.

I am, &c.

Douglas Galton,

Messrs. Swift and Wagstaff. *Captain, Royal Engineers.*

(Enclosed in Captain Galton's Letter.)

Madam, *Railway Department, Board of Trade, Whitehall, June 29, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the Londonderry (Seaham to Sunderland) Railway.

Upon consideration of that report, my Lords direct the opening of the Londonderry (Seaham to Sunderland) Railway to be postponed, for the public conveyance of passengers, for the further period of one calendar month from this date.

I am, &c.

The Most Noble the Douglas Galton,

Dowager Marchioness of Londonderry. *Captain, Royal Engineers.*

(Enclosure.)

Sir, *Sunderland, June 27, 1855.*

In compliance with the instructions contained in your letter of the 19th instant, I have this day re-inspected the Londonderry Railway (Seaham to Sunderland), and have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the line has now been completed throughout as a double line, with separate platforms at each of the stations for the arrival and departure of trains. The timber viaduct at Middle Hendon has been replaced by a stone bridge with earthen embankments at each side, and a second line of rails has been carried over the Ryhope Station Viaduct.

Turn-tables have been erected at Sunderland and Seaham Stations.

The walls of the North Eastern Railway cabin at Ryhope have been removed to a distance of two feet from the carriage windows that project furthest to the side of the line.

Gates have been erected at the public level crossings, and signals have been put up. Boxes for the policemen are on the ground.

But the signals are either not all yet erected or not yet put into good working order, and I have not yet been furnished with a copy of the regulations for the guidance of the persons employed on the line, of the number of trains and the time of their departure each day, and of the amount of rolling stock; so that until the signals shall be completed, and the information I have specified be supplied, I am of opinion that, by reason of the incompleteness of the works, the Londonderry Railway (Seaham to Sunderland) cannot be opened for traffic without danger to the public using the same.

It is, however, probable that all may be finished in the course of a week or ten days.

I have, &c.

W. Yolland,

Captain Galton, R.E., &c. &c. *Lieut.-Col., Royal Engineers.*

Gentlemen, *Railway Department, Board of Trade, Whitehall, July 5, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be forwarded to the Dowager Marchioness of Londonderry, the enclosed communication addressed to her Ladyship relative to the opening of the Londonderry (Seaham to Sunderland) Railway.

I am also to request that you will inform their Lordships of the name or designation of the person to whom communications from this Department relative to the railway in question should in future be addressed.

I am, &c.

Douglas Galton,

Messrs. Swift and Wagstaff. *Captain, Royal Engineers.*

Madam, *Railway Department, Board of Trade, Whitehall, July 5, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a further report from the officer appointed by their Lordships to inspect the Londonderry (Seaham to Sunderland) Railway.

My Lords having considered that report, instruct me to say, that they no longer object to the line in question being opened for the public conveyance of passengers.

I have, &c.

The Most Noble the Douglas Galton,

Dowager Marchioness of Londonderry. *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, July 3, 1855.*

With reference to my letter of the 27th ultimo, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have received a letter, herewith enclosed, from the engineer of the Londonderry Railway (Seaham to Sunderland), stating the manner in which it is proposed to conduct the passenger in connexion with the merchandise and coal traffic, and enclosing a copy of the printed regulations issued for the guidance of all parties employed on this railway, together with a statement of the rolling stock, and a time-table.

Appendix No. 1.

Inspections.

Londonderry (Seaham to Sunderland) Railway.

I have also received, and also enclose, a letter from the resident engineer, stating that the signals are now in proper working order, with the exception of the lamps, which are to be procured in the course of a few days; and I am, therefore, of opinion that the opening of the Londonderry Railway (Seaham to Sunderland) for traffic may now be sanctioned without danger to the public using the same.

I have, &c.

Captain Galton, R.E., &c., &c. W. Yolland,
Lieut-Col., Royal Engineers.

(Enclosed in Colonel Yolland's Report.)

Sir, *June* 27, 1855.

It is proposed to work this railway in the following manner:—

1. One engine to be employed in working the passenger traffic solely, and according to the time-table.
2. During the time the passengers are being carried, the merchandise and coal traffic to be entirely suspended, so as to preclude the possibility of collision on that line of rails.
3. That the printed rules shall be observed by the persons employed on the railway.
4. That any suggestion in the working made by the Government Inspector shall be duly attended to.

Colonel Yolland. George Elliot, *Engineer.*

Monmouthshire Railway (between Dock Street, Newport, and Court y Bella).

MONMOUTHSHIRE RAILWAY

(BETWEEN DOCK STREET AND COURT Y BELLA).

Sir, *Railway Department, Board of Trade, Whitehall, March* 26, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer, of his inspection of the portion of the Monmouthshire Railway between Dock-street Station, Newport, and Court y Bella.

Upon consideration of that report, my Lords direct the Monmouthshire Railway Company to postpone the opening of the above portion of their line, for the public conveyance of passengers, for the period of one calendar month from this date.

I am, &c.

The Secretary of the
Monmouthshire Railway Company. Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Sir *Railway Department, Board of Trade, Whitehall, March* 26, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I inspected on the 23d instant a portion of the Monmouthshire Railway, which commences at the Dock-street Station in Newport, and runs to Court y Bella. From Dock Street the line is laid double to the Rill Bank Mineral Railway. On reaching that railway, it runs into a single line of rails laid alongside the down mineral line; when it reaches within 100 yards of the Court y Bella junction, it crosses over and runs into the up mineral line, along which it continues to run for about 50 yards past the junction, after which both the up and down lines become available for the passenger traffic. The arrangement of running the passenger traffic both ways for a distance of 150 yards on the up mineral line, at a part of it where the railway curves very rapidly, is so objectionable, that I must state it as my opinion, that the line of railway from Dock-street Station to Court y Bella, cannot be opened without danger to the public using the same, owing to the incompleteness of the permanent way and works.

I have, &c.

The Secretary of the
Railway Department, Board of Trade. Geo. Wynne,
Lieut.-Col., Royal Engineers.

Sir, *Railway Department, Board of Trade, Whitehall, April* 23, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed by their Lordships to re-inspect the portion of the Monmouthshire Railway extending from Court y Bella to Dock Street, Newport, and to inform you that their Lordships do not object to the portion of line referred to being opened for public traffic, but that they trust that the recommendation of Colonel Wynne upon the subject of the carriages to be used upon the railway will be attended to.

I am, &c.

The Secretary of the
Monmouthshire Railway and Canal Company. Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, April* 21, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday re-inspected that portion of the Monmouthshire Railway which commences at Dock Street, in the town of Newport, and extends to the Court y Bella junction, and I have to report that the obstacles which existed on my former inspection to the opening of the line are now removed.

In making the alterations I pointed out as necessary to the public safety, the engineer of the Company has brought the rails on the down line in closer proximity to some buildings on the side of the line than would, under ordinary circumstances, be considered safe; but as the passenger carriages on *this* line of the Monmouthshire Railways are provided with bars to protect passengers from similar danger on other parts of the line, I should not have considered it necessary to allude to the circumstance, were it not that this line being connected with other lines of the Company where the precaution of barred windows is not necessary, I wish to caution the Company against allowing any admixture of the passenger rolling stock from their other lines; this point being attended to, I am of opinion that the line from Dock Street to the junction at Court y Bella may be opened without danger to the public.

I am, &c.

The Secretary of the
Railway Department, Board of Trade. Geo. Wynne,
Lieut.-Col., Royal Engineers.

Newport, Abergavenny, and Hereford Railway (between Pontypool Road and Crumlin and Llanhilleth).

NEWPORT, ABERGAVENNY, AND HEREFORD RAILWAY

(BETWEEN PONTYPOOL ROAD AND CRUMLIN AND LLANHILLETH).

Sir, *Railway Department, Board of Trade, Whitehall, August* 18, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report they have received from their inspecting officer of his inspection of the Taff Vale Extension of the Newport, Abergavenny, and Hereford Railway between Pontypool Road and Llanhilleth.

Appendix No. 1.

Inspections.

Newport, Abergavenny, and Hereford Railway (between Pontypool Road and Crumlin and Llanhilleth).

Upon consideration of that report, my Lords direct the opening of the portion of railway in question to be postponed for a period of one month from this date.

I am, &c.

The Secretary of the Newport, Abergavenny, and Hereford Railway Company.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, August* 16, 1855.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 10th instant, I have inspected the Taff Vale Extension Railway between the Pontypool Road and Llanhilleth.

This portion of the Taff Vale Extension Railway is a single line, about 6½ miles in length, and is intended eventually to form a passenger junction with the Newport, Abergavenny, and Hereford Railway at the Pontypool Road Station, and with the Western Valleys Railway at Llanhilleth. At present, however, it runs into a siding at each of those places, the passengers being intended to make use of a small platform by the side of the up main line of the Newport, Abergavenny, and Hereford Railway at Pontypool Road; and there being as yet no booking office, platform, or station arrangements at Llanhilleth, I understand that a temporary platform is about to be erected at the latter place for the accommodation of the passengers; but as the only proposed means of communication between this platform and the other station—a distance of 200 or 300 yards—is along the line of the Western Valleys Railway, I feel it my duty to report that I do not consider that the safety of the public would be insured by this arrangement, and to recommend that if the station be completed, even in a temporary manner, some other road to the platform should be provided for the use of the passengers.

I am informed that, under the Act of the Taff Vale Extension Railway Company, that Company is only empowered to form a junction with the line of the Western Valleys Railway at Llanhilleth upon obtaining the consent in writing of the Monmouthshire Railway and Canal Company, and that the last-mentioned Company objects at present to the junction being made. Considering that such a junction would be at the bottom of a gradient of 1 in 42½, extending for a mile on the Taff Vale Extension Railway, it is probably better that the trains should always be conducted in the first instance into a siding from that line, but there can be no doubt that a safer means of communication with the Llanhilleth station than the Western Valleys Railway is required. I learn that the Newport, Abergavenny, and Hereford Company propose, at some future period, if they can obtain the consent of the Monmouthshire Railway and Canal Company, to purchase the piece of ground on which the Llanhilleth foundry now stands, for the purpose of constructing a joint station upon it.

At Pontypool Road a junction has been formed, 204 yards to the north of the station signal, for the accommodation of the goods traffic, between the main line of the Newport, Abergavenny, and Hereford Railway, and the siding communicating with the Taff Vale Extension Railway, and, as a good deal of shunting will probably take place at this point, I am of opinion that a wire signal should be provided for its protection, so that the person in charge of the junction points may be enabled to communicate with the station signalman, and to indicate to him, under all circumstances, when the line is obstructed, in order that trains may not be started from, or permitted to run through, the station when shunting is going on.

There are some heavy gradients and some sharp curves on this portion of the Taff Vale Extension Railway, and it is not, therefore, adapted for high speeds. Some of the curves are considerably reduced in radius from those authorized in the Parliamentary plans.

The line is laid with a Barlow's rail, weighing, including the cross-ties and joint-pieces, 112lbs. to the lineal yard. The ballast is composed principally of broken stone, and requires to be improved towards Llanhilleth.

There are fourteen bridges on this portion of the line, two over and twelve under the railway. Of the former, one is of wrought iron, and carries the Western Valleys Railway, and the other is of masonry, for the support of a parish road; and of the latter, six are of cast iron, one is of timber, and the remainder are of masonry. The wrought iron bridge is composed of three girders for carrying two lines of rails, and appears to be a tolerably strong one, but with the greatest load that is likely to come on it in practice, the compression per square inch at the top in the centre girder, and the tensile force per square inch at the bottom in all the girders would be greater than I think desirable, as they would respectively exceed five and six tons.

The timber and the masonry bridges appear to be very substantial.

The cast iron girders vary in span from 8 to 25 feet. The bridges seem to be sufficiently strong, excepting those at 11 and 29 chains from the fixed point. The former covers a span of 15′ 9″, and the latter a span of 22′ 9″. In order to comply with the recommendations of the Commissioners, who were appointed in 1847 to inquire into railway structures in iron, the former should be $\frac{1}{13}$, and the latter about $\frac{1}{4}$ stronger than it is at present. I have no apprehensions about the safety of the former girders, and it will not perhaps be necessary to do more than draw the attention of the engineer to the fact that they are not so strong as is desirable; but I do not feel confidence in the girders at 29 chains, and I am the more disposed to be anxious in regard to their safety, because I learn that by some mistake on the part of the gentleman who was employed to test them, they have already been strained by a load amounting to three quarters of their breaking weight, because I obtained a deflection from them of upwards of $\frac{5}{16}$″ at a distance of 6′ 4″ from one of the abutments, with two engines passing over them, and because the bottom flanges of the contiguous girders are far from being on a level with each other in different parts of their length, in consequence, perhaps, of the strains they have undergone.

At a short distance from Llanhilleth, there is a tunnel 280 yards in length, a portion of which has given considerable trouble in construction. It is strongly built, but will require to be most carefully watched for some time, as will also parts of a retaining wall supporting the embankment of the line still nearer to Llanhilleth, which has bulged considerably, but which is of great thickness, and has not, I am informed, shown any further change since the first movement, which took place on the completion of the embankment about four months since.

Under the circumstances above referred to, I am compelled to report, for their Lordships' information, that I am of opinion that the opening of the Taff Vale Extension Railway, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

H. W. Tyler
Captain, Royal Engineers.

The Secretary, Railway Department, Board of Trade.

Newport, Abergavenny, and Hereford Railway Offices,
26, Spring Gardens, London, August 17, 1855.

My Lords,

I am informed by the engineer of this Company that Captain Tyler, who has been appointed by your Lordships to inspect the works of the Taff Vale Extension preparatory to opening as far as Llanhilleth, has taken exception to certain arrangements at Llanhilleth Junction, and that, consequently, he objects to giving a certificate for opening for passenger traffic to that point.

Appendix No. 1.

Inspections.

Newport, Abergavenny, and Hereford Railway (between Pontypool Road and Crumlin and Llanhilleth).

I have, therefore, on the part of the Company to withdraw the notice for opening in regard to the branch line from Crumlin to Llanhilleth, and to request your Lordships to order that a certificate for opening the line from Pontypool to Crumlin may be given.

I have, &c.

The Lords of the Committee of Privy Council for Trade. Thomas Pritchard, *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, August* 18, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 17th instant withdrawing the second notice of the intended opening of the Taff Vale Extension Railway, between Crumlin and Llanhilleth, on the part of the Newport, Abergavenny, and Hereford Railway Company. My Lords are unable to comply with your request as to the opening between Pontypool and Crumlin, because Captain Tyler has not reported that that portion of railway may be opened for traffic.

I am, &c.

The Secretary of the Newport, Abergavenny, and Hereford Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Newport, Abergavenny, and Hereford Railway Offices, 26, Spring Gardens, London, August 25, 1855.

My Lords,

I have this day had a special meeting of the Board of Directors of this Company, to consider what will be the proper course for them to take, under the circumstance of the line from Pontypool to Crumlin having been opened for traffic without the sanction of your Lordships' Board, and I am instructed to address a full statement of the matter in explanation.

The Directors regret exceedingly that I had left town on Monday the 20th instant, to sanction the opening of the line, before your Lordships' prohibition had been delivered, and that such prohibition, by reason of my absence, had not my attention until Friday the 24th instant; but whilst regretting this, the Directors are anxious your Lordships should know that every precaution was taken by the Company for the safety of the public.

When on the 17th of August, Mr. Liddell, the engineer of the Company, informed me of certain objections on the part of Captain Tyler, *to* two of the bridges, *to* the position of one of the signals at Pontypool, and *to* the insufficiency of the junction at Lanhilleth, it was arranged to the satisfaction of Captain Tyler, *that* the opening of the line should be limited to Crumlin; *that* support should be given to the bridges by a framing of which Mr. Liddell had sent drawings to Captain Tyler; and *that* the siding considered by Captain Tyler to be in danger for want of an assistant signal should be closed.

Upon this Captain Tyler addressed a letter to Mr. Liddell, of which the following is a copy:—

" My Dear Sir, " *August* 18, 1855.

" I beg to acknowledge the receipt of your letter of last evening, and to say that under the circum-
" stances therein mentioned, I have no further objection to the opening of the line to Crumlin. Before
" sending in my official report to this effect, however, I require, either from the secretary or Mr. Morris, what
" Mr. Morris promised me, but which I have not yet received, a certificate that only one engine shall be
" employed upon the single line at a time.

" Yours, &c.

" *C. Liddell, Esq., &c.* " H. W. Tyler."

The engineer and myself upon this, felt security in opening the line, and rested satisfied that your Lordships' formal permission to open would, as a matter of course, follow.

On perusal of your Lordships' prohibition yesterday, I immediately sought an interview with Captain Galton, to explain the mischance which caused the irregularity of opening the line without your Lordships' sanction, and convened a special meeting of my Board, by whom I am now instructed to ask the favour of your Lordships to intimate what course you desire the Company to take in this emergency.

The line having been made perfectly safe by the arrangements approved by Captain Tyler, orders having been given for the line to be worked with a single engine as required, and there being already large numbers of persons travelling upon it, and time tables and advertisements of the route published, the Directors hope your Lordships will see fit to remove the prohibition and permit the line to be continued to be worked. But should it be your Lordships' order that the line should be closed, I am instructed to give immediate effect to that order.

I have, &c.

The Lords of the Committee of Privy Council for Trade. Thomas Pritchard, *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, September* 4, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th ultimo, relative to the opening of the Taff Vale Extension of the Newport, Abergavenny, and Hereford Railway between Pontypool road and Crumlin.

My Lords have carefully considered the statements contained in your communication with respect to this railway having been opened for passenger traffic in violation of their Lordships' order, which directed the opening to be postponed for the period of one month, and having regard to all the circumstances, they direct me to inform you that they will cause the line to be re-inspected at the expiration of the month, at which time if it shall not be found complete in every respect, to the satisfaction of the inspecting officer, they will feel it to be their duty to call upon the Company to close the line.

I am, &c.

The Secretary to the Newport, Abergavenny, and Hereford Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *24, Abingdon Street, Westminster, August* 24, 1855.

In consequence of Captain Tyler's objection to the use of certain sidings at the junction of the Newport, Abergavenny, and Hereford Railway Extension with the main line, without some modification of the signals, communication with them was cut off until further arrangements could be made. As we much require their use, I have now to beg the favour of instructions as to what is required.

I add a sketch of the sidings in explanation. The system of signals is the same as we have at other stations for working sidings with, and for some time the traffic at those in question would be worked in a similar manner. The signals are all worked from the point D. When an up train arrives from Newport, the signal F is put on, and kept on to protect that train until it has left the station a certain number of minutes. If that train had to pick up traffic from the branch it would be done by shunting into the sidings at B. The signalman would remain at D, and a pointsman would go to shunt the train at B. When the train had left, the pointsman's duty would be to inform the signalman of the fact, who would, after the lapse of the proper interval, let down his signal at F. Captain Tyler objects, as I understood, that the signalman might be left in uncertainty as to the departure of the train from B, and so not know when to let down the signal at F; and considers that the pointsman should command the signal at F from B. I do not understand how Captain Tyler proposes to effect this, but it is easily done without an additional signal, if you think it right.

For my part I think irregularity is far more likely to ensue from the pointsman having to remain at his post a given time after the departure of the train in order to let down the signal, than by the other arrangement. I do not see how danger would arise to trains if the pointsman should neglect to inform the signalman of the departure of the train.

The duty of the signalman is simple, not to take off his signal at F, until informed by the pointsman, &c. The only consequence of neglect on the part of the latter is that the line will be *protected* longer than necessary.

I shall feel obliged by your immediate attention to this, as the shunting requisite under the present limited arrangement is both inconvenient and dangerous.

I am, &c.

Captain D. Galton, R.E., CHARLES LIDDELL.
Railway Department, Board of Trade.

SIR, *Railway Department, Board of Trade, Whitehall, September* 10, 1855.

WITH reference to the letter from Mr. Liddell of the 23d ultimo, relative to the signals at the siding at the junction referred to in Captain Tyler's report of his inspection of the Taff Vale Extension of the Newport, Abergavenny, and Hereford Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a memorandum by that officer on the subject.

I am, &c.

The Secretary of the DOUGLAS GALTON,
Newport, Abergavenny, and Hereford Railway Company. *Captain, Royal Engineers.*

(Enclosure.)

MEM.—I was informed, when on the spot, that a very large mineral traffic was expected over the junction at F, and I did not think it desirable, therefore, that the pointsman of that junction should be simply a porter sent down on occasion to work the points, without proper means of communication with the person in charge of the junction signal. I considered, and still consider, on the contrary, that it would be better to give the junction pointsman at F a wire signal, or some other means of informing the station signalman when the line is clear and when it is obstructed.

H. W. TYLER.

SIR, *Railway Department, Board of Trade, Whitehall, September* 15, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to re-inspect the Taff Vale Extension of the Newport, Abergavenny, and Hereford Railway between Pontypool road and Crumlin.

Upon consideration of that report my Lords direct the Newport, Abergavenny, and Hereford Railway Company to postpone the opening of the portion of railway in question, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.

The Secretary of the T. H. FARRER.
Newport, Abergavenny, and Hereford Railway Company.

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, September* 14, 1855.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your letter of the 6th instant, I have re-inspected the Taff Vale Extension of the Newport, Abergavenny, and Hereford Railway between Pontypool road and Crumlin.

This line having been opened for passenger traffic since the date of my last inspection, in opposition to the injunction of their Lordships, and the correspondence which has passed on this subject with the secretary of the Company, having been referred to me with your letter above alluded to, it is right that I should take the present opportunity of placing on record the facts of the case so far as I am acquainted with them.

I left London on the morning of the 15th ultimo, and inspected the Taff Vale Extension Railway on that evening. I returned to town on the following day, and on the morning of the 17th I forwarded my report of that date to the Board of Trade, and wrote at the same time to the engineer of the Company, to acquaint him that the substance of my report to their Lordships would be against the opening of the line.

The engineer called upon me the same afternoon, and arranged that the notice of opening for the portion of the line situated between Crumlin and Llanhilleth should be withdrawn; that the bridge at 29 chains, which I had considered to be insufficient in strength, should be temporarily secured until new girders could be fixed; and that the mineral junction at Pontypool road should not be used until the requisite signals had been supplied. He also forwarded to me, subsequently, drawings explanatory of the mode in which he proposed to secure the bridge at 29 chains, and I wrote to him on the following day to the effect that I had no further objection to the opening of the line as far as Crumlin, but that I could not send in an official report recommending that opening, until I had received a certificate that only one engine would be employed on the single line at a time.

This letter was, perhaps, too ambiguously expressed, but taken in conjunction with my previous conversation with the engineer, there is no doubt as I have been informed by him since, that he perfectly understood, and that the secretary of the Company understood from him, that a formal permission from their Lordships was necessary before the Company had a right to open any portion of the line.

The secretary, therefore, was not justified in making use of my letter to the engineer, excepting in so far as to prove by reference to it, that the Company had taken such measures as I had deemed necessary for the public safety. But he appears in his communication to their Lordships of the 25th ultimo, to have left it open to be supposed that the line was opened to Crumlin on the 20th ultimo on account of my letter, and in the belief that their Lordships' formal permission would follow, whereas the fact is that placards had been distributed, even before my inspection of the 17th ultimo, announcing an excursion trip to Crumlin on that day.

I may also observe that the secretary neglected to forward to me until the 24th ultimo, the certificate in regard to the working of the single line, which I had asked for in my letter to the engineer of the 18th ultimo, and that I was thus precluded from forwarding to you a further report, recommending the opening of the line to Crumlin under certain conditions, until the following day.

In my re-inspection of the line, I now find that the temporary arrangements agreed upon by the engineer have been satisfactorily carried out, and that a wire is being laid down for the purpose of enabling the pointsman of the Pontypool road mineral junction, to work the main line distant signal towards the south. But I observe that a means of communication between this pointsman and the junction signalman is still wanting, and that the permanent girders for the bridge at 29 chains are not yet ready; and as I should not now be justified, under all the circumstances of the case, and after what has occurred, in recommending the conditional opening of the line, as I had originally proposed to do, and, in fact, as I did in my letter to their Lordships of the 25th ultimo, I am compelled to report in the terms of the Act, that I am of opinion that the opening of the Taff Vale Extension Railway, between Pontypool road and Crumlin, would be attended with danger to the public using the same.

I have, &c.

The Secretary of the H. W. TYLER,
Railway Department, Board of Trade. *Captain, Royal Engineers.*

Appendix No. 1.

INSPECTIONS.

Newport, Abergavenny, and Hereford Railway (between Pontypool Road and Crumlin and Llanhilleth).

SIR, *Railway Department, Board of Trade, Whitehall, October* 13, 1855.

WITH reference to the letter from this Department of the 4th ultimo, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a further report from their inspecting officer of his re-inspection of the portion of the Taff Vale Extension of the Newport, Abergavenny, and Hereford Railway, extending from Pontypool road to Crumlin.

Upon consideration of that report, my Lords do not object to the portion of railway in question being opened for the public conveyance of passengers, provided that only one engine be allowed in steam upon the line at one and the same time.

I am, &c.
JAMES BOOTH.

The Secretary of the Newport, Abergavenny, and Hereford Railway Company.

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, October* 12, 1855.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your letter of the 1st instant, I have again re-inspected the Taff Vale Extension Railway, between Pontypool road and Crumlin.

I found that new girders of larger dimensions had been inserted in the bridge at 29 chains, and that these were sufficiently strong, both by calculation and by the deflections which they afforded when tested with two of the heaviest class of goods engines in use on the Newport, Abergavenny, and Hereford Railway, placed chimney to chimney. I have also received a note this morning from the resident engineer of the line, informing me of the completion of the requisite signal to be worked from the mineral junction to the station at Pontypool road; and I am now enabled to report that, in my opinion this line may be opened without danger to the public using the same.

In my letter of the 25th August last, I enclosed a communication from the Secretary of the Newport, Abergavenny, and Hereford Railway Company, conveying an assurance that only one engine would be allowed upon this line at a time, but adding that no alteration would "be made in this respect until the "junction at Llandhilleth was effected to my satisfaction." Whenever, therefore, their Lordships see fit upon the application of the Company, to order a re-inspection of the further portion of the line extending to the Llanhilleth junction, it is necessary that this subject should be again considered by the inspecting officer.

I have, &c.
H. W. TYLER,
Captain, Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

Newport, Abergavenny, and Hereford Railway, Secretary's Office,
MY LORDS, *26, Spring Gardens, London, October* 13, 1855.

I HAVE this day received from the engineer of this Company an intimation that Capt. Tyler requires a certificate from the hand of the secretary of the Company, that only one engine will be worked at once on the Taff Vale Extension line of this Company, between Pontypool and Llanhilleth.

I beg to acquaint your Lordships that, in compliance with this requirement, I am instructed to certify that only one engine shall be worked at one time between Pontypool and Llanhilleth, and that the general manager has been instructed accordingly.

When the traffic shall require the employment of more engine power, a method of working shall be laid before your Lordships for consideration.

I have, &c.
THOMAS PRITCHARD, *Secretary.*

The Lords of the Committee of Privy Council for Trade.

North Devon Railway (from Barnstaple to Fremington Pill).

NORTH DEVON RAILWAY
(FROM BARNSTAPLE TO FREMINGTON PILL).

SIR, *Railway Department, Board of Trade, Whitehall, October* 23, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieut.-Col. Yolland, R.E., the officer appointed by their Lordships to inspect the portion of the North Devon Railway extending from Barnstaple to Fremington Pill.

Upon consideration of that report, my Lords direct the North Devon Railway Company to postpone the opening of the portion of railway in question, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.
J. EMERSON TENNENT.

The Secretary of the North Devon Railway Company.

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, October* 22, 1855.

IN accordance with your instructions of the 16th instant, I inspected the portion of the North Devon Railway extending from Barnstaple to Fremington Pill, a distance of 2 miles 50 chains, on the 20th instant, and I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the line is in good order, and has been worked over for some time for goods traffic, and it only requires to have the distant signal at Barnstaple raised, and that at Fremington Pill connected with the handle from which it is worked to render it complete, but until these requirements shall have been finished (which may, however, be done in the course of a week), I am of opinion that, by reason of the incompleteness of the works, the opening of this portion of the North Devon line, between Barnstaple and Fremington Pill, cannot be sanctioned without danger to the public using the same.

I have, &c.
W. YOLLAND,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

SIR, *Railway Department, Board of Trade, Whitehall, November* 2, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a further report from Lieut.-Col. Yolland, R.E., the officer appointed by their Lordships to inspect the portion of the North Devon Railway extending from Barnstaple to Fremington Pill.

Upon consideration of that report, my Lords no longer object to the opening of the portion of line in question for public traffic, provided that not more than one engine in steam be allowed upon the line at one and the same time.

I am, &c.
J. BOOTH.

The Secretary of the North Devon Railway Company.

Appendix No. 1.

Inspections.

North Devon Railway (from Barnstaple to Fremington Pill).

SIR, *Railway Department, Board of Trade, Whitehall, November 2, 1855.*

WITH reference to my report of the 22d ultimo, I beg to state that I have received the enclosed letter from the engineer of the North Devon Railway, stating that the distant signal at Barnstaple has been raised, and that at Fremington connected with the handle from which it is worked, and I am therefore of opinion that the sanction of the Lords of the Committee of Privy Council for Trade may now be given for the opening of the line between Barnstaple and Fremington, without danger to the public using the same, provided only one engine in steam be on the line at one and the same time.

I am, &c.
W. YOLLAND,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

(Enclosed in Colonel Yolland's Report.)

SIR, *North Devon Railway, Engineer's Office, Crediton, November 1, 1855.*

I BEG to report to you that, in compliance with the instructions given on the occasion of your inspection of this line from Fremington to Barnstaple, the distant or auxiliary signal at Barnstaple has been raised, and the auxiliary signal at Fremington is connected with the handle from which it is worked.

I have, &c.
W. R. NEALE.

Lieut.-Col. Yolland, R.E., &c., &c., Railway Department, Board of Trade.

NORTH EASTERN RAILWAY.
(BEDALE BRANCH.)

North Eastern Railway (Bedale Branch).

SIR, *Railway Department, Board of Trade, Whitehall, January 29, 1855.*

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed copy of the report which they have received from their inspecting officer of his inspection of the extension of the Bedale branch of the North Eastern Railway.

Upon consideration of that report, my Lords direct the North Eastern Railway Company to postpone the opening of the said branch, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.
DOUGLAS GALTON.
Captain, Royal Engineers.

The Secretary of the North Eastern Railway Company.

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, January 29, 1855.*

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 26th instant I inspected an extension of 1 mile 57½ chains of the Bedale branch of the North Eastern Railway into the town of Bedale.

Beside the earthworks and station buildings, there are no other constructions on the line. I found the permanent way well laid, and as far as the constructive part of the line is concerned, I can report favourably of the extension, but the line is a single one, and the regulations under which the Directors propose to work it I consider very objectionable. I annex a copy of these regulations, by which their Lordships will perceive that the safety of the line is made to depend upon the appointment of a pilotman, to which I see no objection, but by the 5th paragraph it will be seen that the principle of working the trains by a pilot is violated, and the goods engine, under some circumstances, will travel over the line in a contrary direction to the passenger train, and necessarily without a pilot, and the goods engine driver may be left without being under proper control. I also consider the 6th paragraph objectionable, for it being proposed to work more than one train over the line at the same time, but in the same direction, it will nullify the principle of safety if the pilot is suffered to proceed on any but the last train.

For the reason above stated, I must report that, owing to the defective working arrangements for the extension of the Bedale branch, I am of opinion that the line cannot be opened without danger to the public using the same.

I am, &c.
GEO. WYNNE,
Lieut.-Col., Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

(Enclosed in Colonel Wynne's Report.)

[*These Regulations to apply to the working of the Bedale Branch.*]

YORK, NEWCASTLE, AND BERWICK, YORK AND NORTH MIDLAND, AND LEEDS NORTHERN RAILWAYS.
ORDERS FOR WORKING THE THIRSK AND MALTON BRANCH.

To the pointsmen at the junction at Pilmoor and Malton.

1. You are not to allow any train to move on to the Thirsk and Malton Branch from the main line, unless accompanied by a pilot-man, whose name will be given to you. Notice will also be given to you in case of his being changed. You are not to deviate from this regulation on any account whatsoever.

Instructions to the pilotman appointed for working the Thirsk and Malton Branch.

2. The instructions given to the pointsmen at the junction at Pilmoor and Malton are, that they are not to allow any train to move on to the branch from the main line unless accompanied by you.

3. A time bill of the passenger trains will be furnished to you, and your duty will be to travel over the branch with the various trains between the junctions, so that you may always be at the junction when it is necessary for a train to move on to the branch.

4. In case of there being two trains to follow each other over the branch in the same direction, you must accompany the first train on to the branch, and, having despatched it, you must wait for the second, and then proceed with it along the branch to the other end, and, until your arrival, no train can enter from the opposite end.

5. In case the second train which you accompany should be a goods train, and you find by your time table that you cannot arrive at the junction with it in time to allow the passenger train to enter, you must then make the engine of the goods train a pilot engine, and leaving the goods train in one of the sidings at the nearest station, proceed yourself with the engine to the junction, where you will be ready to accompany the passenger train on its entering on the line, having first returned the goods engine to the station where its goods train is left, and there it must remain until you return, and the goods train must not move from there until instructions are given by you, the pilot, for it to do so.

6. In case the first train you despatched from one end should be a goods train, you will, of course, wait, and accompany the succeeding passenger train; and, in case the passenger train should overtake the goods train, your duty will be to remain with the goods train, and accompany it to the junction.

7. When an engine is disabled, and cannot proceed to its destination, you are to go immediately for another engine; and should the disabled engine be got right again before you return, it is not under any circumstances to proceed on the line until you are present.

8. By strictly attending to these regulations, it will be impossible for two trains to meet each other in opposit directions.

9. You will be required to wear a red badge on your right arm, to signify that you are the person appointed as pilot-man; and your name will be given to the pointsmen at the junction, and to all persons employed on the line.

10. You are requested to make a daily report to Mr. Fletcher as to how these regulations are working, stating which trains you accompany, with times of starting, and an immediate report of anything that may occur on the line.

11. You are not to allow more than two engines to be on the branch at one time, except when a train is heavy and requires two engines, which must never be separated, and considered as only one.

NOTE.—Similar regulations will apply to the Malton and Driffield.

By order,
E. FLETCHER.

Newcastle, June 20, 1853.

Appendix No. 1.

Inspections.

North Eastern Railway (Bedale Branch).

Sir, *Railway Department, Board of Trade, Whitehall, January* 30, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that having received a further report from the officer appointed by their Lordships to inspect the Bedale branch of the North Eastern Railway, in which he states that the Company have agreed that only one engine shall be in steam on the single line at one and the same time, my Lords no longer object to the line being opened for public traffic.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the North Eastern Railway Company.

Sir, *Railway Department, Board of Trade, Whitehall, January* 30, 1855.

Having received a communication from the Secretary and General Manager of the North Eastern Railway, which I annex, in which he undertakes that the traffic of the extension of the Bedale branch shall be worked by one engine, I beg to state to you, for the information of the Lords of the Committee of Privy Council for Trade, that this undertaking on the part of the Company removes the only objection I have to urge against their Lordships' sanction being given to the opening of the line under the proposed working arrangement, I am of opinion that the extension may be opened without danger to the public using the same.

I am, &c.
Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

(Enclosed in Colonel Wynne's Report.)

Sir, *North Eastern Railway, January* 30, 1855.

Understanding that the opening of the extension of the Bedale branch will not receive the sanction of the Railway Department of the Board of Trade, unless on the condition that the traffic be so worked that two engines in steam are not to be on the extension of the branch at one time, I undertake on the part of the Railway Company that the traffic shall be worked on the condition so prescribed.

The Company being of opinion that this regulation is not necessary for the public safety under all circumstances, but that the same end may be attained by different and more convenient rules, will, however, bring this regulation again under the notice of the Board of Trade, should a further extension of the Bedale branch or other circumstances render it in their judgment expedient to do so, with the view of its being re-considered.

I am, &c.
W. O'Brien, *Secretary.*

Col. Wynne, R.E.

Oxford, Worcester, and Wolverhampton Railway (Chipping Norton Branch.)

Sir, *Railway Department, Board of Trade, Whitehall, July* 26, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from the officer appointed by them to inspect the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway.

Upon consideration of that report, my Lords direct the Oxford, Worcester and Wolverhamnton Railway Company to postpone the opening of the branch line in question, for the public conveyance of passengers, for the period of one calendar month from this date.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary to the Oxford, Worcester, and Wolverhampton Railway Company.

(Enclosure.)

Sir, *Railway Department, Board of Trade,* 1, *Parliament Street, July* 26, 1855.

In compliance with the instructions contained in your letter of the 19th instant, I yesterday inspected the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, and I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that this branch line is of 4½ miles in length, and extends from the junction with the main line of the Oxford, Worcester, and Wolverhampton Railway, situated midway between Shipton and Addlestrop Stations, to the town of Chipping Norton. It is laid with a single line of rails throughout, with sidings at the junction, at Chipping Norton, and at Churchill.

The land has been purchased and the works constructed with a view to making a double line hereafter.

The width of the line at formation level is 19 feet, the gauge is 4 feet 8½ inches; the rails are double flanched edge rails, in lengths of 21 and 24 feet, averaging 60 pounds weight per linear yard; the chairs are of cast-iron, weighing 30 pounds at the joints and 20 pounds for the intermediate chairs, and they are fixed to the sleepers with two wrought iron spikes, $\frac{7}{8}$ inch in diameter; the rails are secured to the chair by compressed elm-keys. The sleepers are of larch, the scantling being mostly 8′ 6″ × 9″ × 4½″, placed transversely at the average distance of 3 feet apart; the ballast is of gravel, 20 inches in depth.

There is, at the present time, only one bridge (over) on the line, and it appears to be substantially constructed.

The embankments and cuttings are very light, and the line is throughout in good order.

There are no viaducts, and no turn-tables have been constructed, as it is intended to work the line with a single tank engine.

There is only one station on the line, viz., that at Chipping Norton; but a house has been erected at the junction for the issues of tickets to passengers, &c.

Two public level crossings now exist on the line; both are provided with gates which close the road but not the rails, and a lodge has been erected at one, and the foundations built for another. The Company's Act, 17 & 18 Vict. c. 209. s. 10, authorises both of these level crossings; but under the powers contained in s. 12. of the same Act, the Board of Trade made an order, dated 11th May last, that a bridge should be substituted for one of these level crossings, viz., that numbered 5 on the deposited plans of the parish of Churchill, and in consequence the erection of the second lodge was suspended; but no steps have yet been taken towards the erection of a bridge; and as the promoters of this branch line did not, on the receipt of your letter of the 11th January, addressed to the Secretary of the Oxford, Worcester, and Wolverhampton Railway, lower the line at this spot to the limits sanctioned by the Acts for the Regulation of Railways, this bridge, when it is constructed, will now present an unnecessary obstruction to the road traffic of the district.

I enclose a document numerously signed by some of the "principal inhabitants of Chipping Norton and promoters of and interested in the Chipping Norton Branch Railway, in which they record their firm and unaltered opinion that a bridge is not required over the road."

I informed the gentlemen, Messrs. Wilkins and Bolls, from whom I received this paper, that if I was furnished with a proper document guaranteeing the construction of the bridge, I would submit it for their Lordships' favourable consideration, so that no unnecessary delay should take place in the opening of the line; but I am of opinion, that until this requirement shall have been met, or be guaranteed to be met, in consequence of the incompleteness of the works, the opening of the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway for traffic cannot be sanctioned without danger to the public using the same.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

Oxford, Worcester and Wolverhampton Railway,
29, *Great George Street, Westminster, August* 8, 1855.

Sir,

Having laid before the Directors of the Oxford, Worcester, and Wolverhampton Railway Company your letter enclosing Lieut.-Col. Yolland's report on the Chipping Norton Branch, I am desired by them to say that the bridge in lieu of a level crossing of the turnpike road near Chipping Norton shall be built as required by the Lords of the Committee of Privy Council for Trade, and to undertake that it shall be completed within one year from this date.

I am also to express the hope of my Directors that their Lordships will see fit to withdraw their objection to the line being opened and used in the meantime for passenger traffic for the convenience of the public.

I have, &c.

Captain Douglas Galton, R. E.,
Railway Department, Board of Trade.

Noel Thos. Smith, *Secretary.*

Railway Department, Board of Trade, Whitehall, August 8, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of this day's date, and to inform you that in consequence of the undertaking contained in your letter, on the part of the directors of the Oxford, Worcester, and Wolverhampton Railway Company, that the bridge referred to in Colonel Yolland's report of the 26th ultimo shall be built as required by their Lordships, and completed within a year, my Lords do not object to the Chipping Norton Branch Railway being opened for public traffic; but my Lords trust that until the bridge shall have been made, all requisite precautions will be taken to prevent danger at the level crossing.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

Douglas Galton,
Captain, Royal Engineers.

WARRINGTON AND STOCKPORT RAILWAY.

(ARPLEY BRANCH).

Railway Department, Board of Trade, Whitehall, March 28, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from their inspecting officer of his inspection of the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, my Lords direct the Warrington and Stockport Railway Company to postpone the opening thereof for the public conveyance of passengers for the period of one calendar month from this date.

I am, &c.

The Secretary of the
Warrington and Stockport Railway Company.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Birmingham, March 28, 1855.

Sir,

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your letter of the 22d instant, I yesterday inspected the Arpley Branch of the Warrington and Stockport Railway.

This line commences at a junction with the Birkenhead, Lancashire, and Cheshire Junction Railway, and ends at a junction with the Warrington and Stockport Railway at Warrington, and its length is 1 mile 3 chains. It is laid double throughout, with double T rails, in lengths of 15 and 16 feet, weighing 75 pounds per lineal yard, on tranverse wooden sleepers placed on an average one yard apart, with the exception of the Walton Viaduct, on which bridge rails are laid on longitudinal timber bearers.

The only work requiring special mention is the bridge over the River Mersey of 170 feet span, and the adjoining portions of the viaduct on each side of it, and passing over the Mersey and Irwell Canal, in which there are openings of 60, 51, 22, 37, and 63, feet span. The extreme abutments are of masonry, and the intermediate supports of cast-iron hollow pillars filled with concrete. Compound girders of cast and wrought iron are employed; the upper parts of the girders, offering a resistance to compression, being made of cast-iron, whilst the lower parts of the girders, in which resistance to extension is required, are made of wrought iron.

The viaduct appears to be very well constructed, and sufficiently strong, as when weighted on both lines with a total load of about 240 tons, which exceeds any weight likely to be passed over it in the ordinary traffic of the line, the 170 feet span bridge, exhibited a deflection of ·6 of an inch; and the 63 feet span, where a proportionately greater weight was placed on its centre, from the chimneys of four engines being brought together, showed a deflection of ·8 inch.

The embankments and the permanent way were in good order. There are no tunnels, cuttings, or public level crossings.

The actual connexion of the rails with the Birkenhead, Lancashire, and Cheshire Junction Railway was in progress towards completion, but no signals have yet been erected at this spot, and no arrangement has yet been made with the Birkenhead, Lancashire, and Cheshire Junction Railway Company, as to the regulations under which the traffic shall be passed at this place, which is quite close to a junction of the London and North Western and the Birkenhead, Lancashire, and Cheshire Junction Railways, where the signals and points are under the sole control of a pointsman in the employ of the London and North Western Railway Company; so that there is great risk of the public safety being endangered if proper signals are not erected, and judicious regulations enforced for this junction, and until this requirement shall have been fully met, I am of opinion that by reason of the incompleteness of the works, the opening of the Arpley Branch of the Warrington and Stockport Railway for traffic, would be attended with danger to the public using the same.

I have, &c.

Captain Galton, R.E., &c., &c.

W. Yolland,
Lieut.-Col., Royal Engineers.

Railway Department, Board of Trade, Whitehall, April 13, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from Colonel Yolland respecting the arrangements and regulations which he considers necessary for securing the safe working of the junction of the Warrington and Stockport, the Birkenhead, Lancashire, and Cheshire Junction, and the London and North Western Railways at Walton.

Appendix No. 1.

Inspections.

Warrington and Stockport Railway (Arpley Branch).

Before my Lords take any further steps in this matter, under the provisions of the Act 5 & 6 Vict. cap. 55., they have directed me to submit the report for any suggestions which the directors of the { Warrington and Stockport, / Birkenhead, Lancashire, and Cheshire Junction, / London and North Western } Railway Companies may have to offer them, and they are desirousof having their views upon the subject in ten days from this date.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Warrington and Stockport Railway Company.
The Secretary of the
Birkenhead, Lancashire, and Cheshire Junction Railway Company.
The Secretary of the
London and North Western Railway Company.

(Enclosure).

Sir, *Railway Department, Board of Trade, Whitehall, April 9, 1855.*

In compliance with the instructions contained in your letter of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, with reference to the enclosed letter from the Secretary of the Birkenhead, Lancashire, and Cheshire Junction Railway Company, on the arrangements that should be adopted at the junction of the Warrington and Stockport Railway with the Birkenhead, Lancashire, and Cheshire Junction Railway at Lower Walton, so as to avoid the risk of accident arising from the proximity of another junction.

By an inspection of the enclosed tracing, it will be seen that this junction occurs within about 150 yards from the junction of the London and North Western and the Birkenhead, Lancashire, and Cheshire Junction Railways, which is under the exclusive control and management of the London and North Western Railway Company. Two double semaphore signals are erected at this junction and, with two auxiliary signals on the London and North Western Railway—one of them 477 yards to the north, and the other 442 yards to the south—and one auxiliary signal on the Birkenhead, Lancashire, and Cheshire Junction Railway, 460 yards to the south of the junction, together with the switches for diverting the traffic from the London and North Western on to the Birkenhead, Lancashire, and Cheshire Junction Railway, are all worked from a box placed at this junction.

The erection of a second set of signals so near the former, and the placing them in charge of another pointsman, to protect the junction between the Birkenhead, Lancashire, and Cheshire Junction and the Warrington and Stockport Railways, would be likely to lead to serious accidents; and I would beg, therefore, to recommend, for their Lordships' consideration, that the following arrangements and regulations should be adopted, by which the control of these two junctions should be placed under one Company.

1st. That the whole of the fixed signals and switches for these two junctions should be brought together to a box, placed midway between the two junctions, and placed under the entire control of one pointsman, receiving his instructions from one of the Companies.

2d. That it will be necessary to erect three double semaphore signals at the box, one for each line; to retain the auxiliary signals on the London and North Western Railway; to remove the present distant signal on the Birkenhead, Lancashire, and Cheshire Junction Railway to a distance of 600 yards from the junction of the latter railway with the Warrington and Stockport Railway, and to erect a new distant signal on the Warrington and Stockport Railway 600 yards from this latter junction.

3d. That the points at the two junctions should be weighted to stand open for the continuous line of the London and North Western Railway in the one case, and for the continuous lines of the Birkenhead, Lancashire, and Cheshire Junction and Warrington and Stockport Railways, in the other; so that nothing shall pass to or from the London and North Western Railway without the intervention of the pointsman.

4th. To enable the pointsman to ascertain to which Railway Company the train advancing towards the junction from Liverpool in the London and North Western line, or from Chester on the Birkenhead, Lant cashire, and Cheshire line, belongs, the engine drivers of the Birkenhead, Lancashire, and Cheshire Junction Railway Company should give three sounds of the steam whistle, and carry three lamps showing blue lights in front of their engines at night; whilst the engine drivers belonging to the London and North Western arriving from Liverpool, and those of the Warrington and Stockport line coming from Chester and proceeding to Warrington, should give one long sound of the whistle, and exhibit one blue light in front of their engines at night.

5th. The most westerly of the fixed semaphore signals to be used for the London and North Western Railway, the central one for the Birkenhead, Lancashire, and Cheshire Junction Railway, and the most easterly for the Warrington and Stockport Railway.

6th. That the whole of the signals, fixed and distant, should all be kept at "stop," and the particular signals lowered as soon as it has been ascertained to which particular Company, and for which line, the advancing train is intended when there is no obstruction in the way.

7th. That the trains be permitted to proceed, as regards precedence, in the order in which they respectively approach the junction.

As all these arrangements are consequent on the intended opening of the Arpley Branch of the Warrington and Stockport Railway, I am of opinion that this Company should defray the cost of making these alterations.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

(Enclosures in Colonel Yolland's Report.)

Sir, *Railway Department, Board of Trade, Whitehall, March 29, 1855.*

I beg to forward you a copy of a note addressed to Captain Galton, R.E., by the Secretary of the Birkenhead, Lancashire, and Cheshire Railway Company, on the subject of the regulations for working the contiguous conjunctions between the London and North Western, and Birkenhead, Lancashire, and Cheshire Junction Railway on the one part, and between the Birkenhead, Lancashire, and Cheshire, and the Warrington and Stockport Railways at Walton on the other; and as I have been directed to report on the subject, I shall feel obliged if you would be good enough to direct me to be supplied with a copy of the regulations for working the junction between the London and North Western, and Birkenhead, Lancashire, and Cheshire Junction Railways, which is, I am informed, under the sole control of a servant of the London and North Western Railway Company, that I may be aware of any peculiar circumstances requiring to be attended to.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

The Secretary of the
London and North Western Railway Company.

Sir, *London and North Western Railway, General Manager's Office, Euston Station, April 2, 1855.*

In answer to your letter under date the 29th, I beg to hand you copy of a report I have received from the superintendent of the Northern Division, which will give you the information you require.

I am, &c.
M. Huish.

Col. Yolland, R. E.,
Railway Department, Board of Trade.

Junction of Birkenhead Line at Walton.

SIR, *Warrington, March* 31, 1855.

I BEG to return letters of Colonel Yolland and Mr. Gibson hereon.

As the junction at Walton, as it now stands, has nothing peculiar in it, there are no special regulations, except that when two trains *down* are in sight, the London and North Western must have the precedence.

There will, however, when there is another junction hanging upon the one now made, be special arrangements required. I should not have a moment's hesitation about giving them if the junction was our own, but being in different hands, I think it will be better if the Board of Trade make their own, or, at all events, propose some arrangements, subject to our approval.

One thing we must insist on, which is that the points at A. must always be turned for the Stockport line, so as to protect our line at B.

I am, &c.

Captain Huish. R. S. NORRIS.

SIR, *Warrington and Stockport Railway, St. Helen's, April* 20, 1855.

I HAVE to acknowledge the receipt of your letter of the 13th instant, enclosing a copy of Colonel Yolland's Report of the 9th instant, respecting the arrangements for working the junctions at Walton.

I have laid these before the Directors, and am instructed by them to offer the following observations on Colonel Yolland's recommendations.

1. They think the control of the various signals should be in a pointsman appointed by the London and North Western Company, and that the alterations suggested should be made by that Company at this Company's expense.

2. It appears to them that two main signals will be sufficient, and that a greater number would tend to confuse both pointsman and drivers; that for trains going south, the left arm of the east signal would be lowered for trains from the Warrington and Stockport Railway, and the left arm of the west one for all trains on the North Western, whether proceeding on that line or on the Cheshire Junction one; for trains going north, the arm of the east signal would be used for all trains arriving on the Cheshire Junction line, whether proceeding on the Warrington and Stockport or the North Western line, and the arm of the west signal would be used for trains arriving by the North Western.

The signals would thus show, without possibility of mistake, which train was to come forward, and it appears to them unnecessary also to show at the signal where the train is to go to.

The distance signal on the Cheshire Junction, they would suggest, need not be more than 480 yards from the points.

3. They think that the handles of the levers for turning trains from the Cheshire Junction to the North Western, and *vice versâ*, should be connected, so that even in case of neglect of signals by an engineman approaching in the opposite direction to a train about to pass between the Cheshire Junction line and the North Western, no risk of collision would ensue, and thus the possibility of an accident could only arise when three trains approached the junction at the same time, and the two which were moving in the same direction both disobeyed the signals.

4. They think the whistles would be a sufficient guide without distinguishing lamps by night as well as by day. The rule at present in force on the line fixes one for the left and three for the right, and, as they believe the other Companies have no rule of this kind, they would prefer this to be adopted, instead of one for he right and three for the left.

Colonel Yolland does not state how the expense of working the signals should be defrayed.

I am, &c.

Captain Galton, R.E., &c., &c. ARTHUR SINCLAIR.

London and North Western Railway, General Manager's Office,

SIR, *Euston Square, April* 20, 1855.

YOUR letter of the 13th instant, covering a report of Lieut.-Col. Yolland of the 9th instant, has been submitted to the engineer of the Company for his opinion, of which I now beg to hand you a copy.

Perhaps it will be unnecessary for me, at the present moment, to add anything further until Colonel Yolland has considered the objections to some parts of his report, beyond calling your attention to the fact that the Lieutenant-Colonel recommends that the London and North Western Company should carry a *blue* light on the buffer plank, thus causing the necessity of altering the entire regulations of the company upon this point, and entailing the expense of altering the signal lamps of more than 400 engines. It is true that Colonel Yolland proposses that this expense should be borne by the Warrington and Stockport Company, but it does not appear that any benefit would be obtained by the alteration.

I am, &c.

Captain Galton, R.E., &c., &c. M. HUISH.

(Enclosed in the foregoing Letter.)

SIR, *Engineers' Office, Lime Street, Liverpool, April* 19, 1855.

I BEG to return this with the following remarks:—

As to the first proposition of Colonel Yolland, I cannot see how it is to be carried out, as the switches of the two lines are 101 yards apart; the man who turns the switches would be in each case 50 yards from his work.

This would be highly objectionable; again, I think it highly objectionable to remove the pointsman's box from our junction, as quick trains pass it at speed, and although machinery might be made to turn points 50 yards from the pointsman, I think it would be better to devise some other way of working.

No. 2. I think three double semaphores at one box objectionable, and very liable to create mistakes. I see no objection to the removal of the auxiliary signals.

No. 3. I entirely agree with.

No. 4. I see no objection to the whistle signal, nor to the Birkenhead, Lancashire, and Cheshire Junction engines carrying three lamps, nor to the Warrington and Stockport engines carrying one, but I am of opinion that a BLUE light is not the best, as at a very short distance a blue light becomes *white*. Nor is it, in my opinion, requisite that the London and North Western engines carry any other than their ordinary lights, for this reason, that they never go upon the branch, and, therefore, need no signal but for their own straight line.

No. 6. I see no objection to.

No. 7. do. do.

I enclose a sketch of the junction. You will agree with me, I think, that to remove the pointsman's box from A, and put at C, leaving our junction to some extent unprotected, is out of the question.

Although, if possible to arrange it so, it is better to have only one man in charge of all; in this place, I think, there should be a man at each junction, and separate signals for each.

A bell might be placed in each cabin, under the control of each signalman, to call each other's attention. Thus, when a train was coming from Liverpool for Chester, the man at A would ring his bell to know whether B was prepared for it, if so, B would lower his signal, which A seeing, would turn the train through the junction: if B did not turn off his signal, A would keep his signal at stop so as regards B when a train was coming from Chester for Liverpool, he would ring his bell to ask A if he was prepared for it, if all was right, A would lower his signal, when B would alter the points and allow his train to come on.

I think this plan simpler than the one suggested.

I am, &c.

Captain Huish. R. S. NORRIS.

Birkenhead, Lancashire, and Cheshire Junction Railway, Secretary's Office,

SIR, *Monk's Ferry, Birkenhead, April* 21, 1855.

YOUR letter of the 13th instant and Colonel Yolland's report have been laid before the Directors, and I am instructed to inform you that the arrangements proposed are satisfactory to this Company, except as to the lights proposed to be carried by the engines, as it would interfere with the present system; but on such a matter of detail there could not be any difficulty in making an arrangement which would be satisfactory to the respective Companies. I have to suggest, that as the junction has hitherto been worked by the London and North Western Company, they are the parties who would be able to work the new signals to most advantage.

I am, &c.

Captain Galton, &c., &c. JOHN GIBSON, *Secretary.*

Appendix No. 1.

INSPECTIONS.

Warrington and Stockport Railway (Arpley Branch).

SIR, *Railway Department, Board of Trade, Whitehall, April* 24, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, my Lords direct the Warrington and Stockport Railway Company to postpone the opening of the said portion of railway for the public conveyance of passengers for a further period of one calendar month from this date.

I am, &c.

The Secretary of the Warrington and Stockport Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

SIR, *Birmingham, April* 23, 1855.

IN obedience to the instructions contained in your letter of the 17th instant, I have this day re-inspected the Arpley Branch of the Warrington and Stockport Railway; and I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that no signals have yet been erected for protecting the junction of this branch line with the Birkenhead, Lancashire, and Cheshire Junction Railway at Lower Walton; and I am, therefore, of opinion that, in consequence of the incompleteness of the works, the opening of the Arpley Branch of the Warrington and Stockport Railway for traffic would be attended with danger to the public using the same.

I have, &c.

Captain Galton, R.E., &c., &c. W. YOLLAND, *Lieut.-Col., R.E.*

SIR, *Warrington and Stockport Railway, St. Helen's, May* 10, 1855.

I AM instructed by my Directors to express the hope that they may soon be favoured with the decision of the Lords of the Committee of Privy Council for Trade on the arrangements for working the junctions between their line and the London and North Western and the Cheshire junction lines at Arpley.

I am, &c.

Captain Galton, R.E., &c., &c. ARTHUR SINCLAIR.

SIR, *Railway Department, Board of Trade, Whitehall, May* 22, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report* by Lieut.-Colonel Yolland, R.E., the officer appointed by their Lordships to re-inspect the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, my Lords direct the Warrington and Stockport Railway Company to postpone the opening of the branch railway in question for the public conveyance of passengers for a further period of one calendar month from this date.

I am, &c.

The Secretary of the Warrington and Stockport Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Railway Department, Board of Trade, Whitehall, May* 3, 1855.

IN obedience to your instructions, I have attentively considered the observations received from the London and North Western, Birkenhead, Lancashire, and Cheshire Junction, and Warrington and Stockport Railway Companies, as to the arrangements and regulations recommended for the consideration of the Lords of the Committee of Privy Council for Trade, in my report of the 9th ultimo, as proper to be adopted at the contiguous junctions of these Companies at Lower Walton, near Warrington; and I beg to state that I have revised the proposed arrangements, &c., to meet the views of the several Companies, as far as lies in my power; but I regret that I am unable to agree with Mr. Norris, of the London and North Western, that it would be better and more simple to exhibit two sets of signals and have two separate pointsmen at these junctions, who are to ring bells to call each other's attention, than to have one pointsman and one set of signals at, and to work the switches from, a box placed midway between these junctions. If there had been any practical difficulty in working switches at the distances at which these must necessarily be from the handles, then Mr. Norris' plan, or some other analogous to it, must have been followed.

As Mr. Sinclair, of the Warrington and Stockport Railway, states that that Company have adopted the rule of giving one whistle for trains going off to the left, and three whistles for the right; and that he believes the other Companies have no regulation on the subject, I have altered the rule.

I have also made a change with regard to the lights to suit the convenience of the respective Companies, as I am told that, with one exception, the London and North Western carry no lights in front of their engines on this portion of their line.

The great utility of distant or auxiliary signals at junctions arises from the fact that, in case of very foggy weather or snow storms, when the signals can only be seen for a very short distance, the engine-drivers have a signal presented to them at a distance from the station, and thus they have a better chance of stopping before they reach the junction; and on this account I do not think the signal on the Birkenhead, Lancashire, and Cheshire Junction should be at a less distance than 600 yards.

The proposal made by Mr. Sinclair to connect "the handles of the levers for turning trains from the Cheshire Junction to the North Western, and *vice versâ*," is very ingenious; but I am afraid it would seriously increase the labour of pulling over the switches; and if left unconnected, the pointsman would always have it in his power to adopt this expedient, in the event of any driver advancing in defiance of the "danger" signal being on against him.

I am informed by the Secretary of the Birkenhead, Lancashire, and Cheshire Junction Railway that the cost of maintaining pointsmen at the existing junction of the London and North Western with the Birkenhead, Lancashire, and Cheshire Junction Railway, is exclusively borne by the London and North Western Railway Company; and as this arrangement is interfered with by the intended opening of the Arpley Branch, I consider that the Warrington and Stockport Railway should divide the expense with the London and North Western. The revised regulations will now, therefore, be as follows:—

1st. That the whole of the fixed signals, and the handles for working the switches for these two junctions, should be brought together to a box placed midway between the junctions, and placed under the entire control of one pointsman, receiving his instructions from one of the Companies; and I should recommend that it be the London and North Western.

2d. That it will be necessary to have two double semaphore signals at the box, one exclusively for the London and North Western, and the other for the Birkenhead, Lancashire, and Cheshire Junction, and the Warrington and Stockport lines; to retain the auxiliary signals on the London and North Western Railway; to remove the present distant signal on the Birkenhead, Lancashire, and Cheshire Junction Railway to a distance of 600 yards from the junction of the latter railway with the Warrington and Stockport Railway; and to erect a new distant signal on the Warrington and Stockport Railway 600 yards from this latter junction.

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* Similar report to that of the 23d April.

3d. That the points at the two junctions should stand open for the continuous line of the London and North Western Railway in the one case, and for the continuous lines of the Birkenhead, Lancashire, and Cheshire Junction, and Warrington and Stockport Railways, in the other; so that nothing shall pass to or from the London and North Western Railway without the intervention of the pointsman.

4th. That the present practice regarding lights should continue, by which the engines belonging to the Birkenhead, Lancashire, and Cheshire Junction carry two white lights in front of passenger trains and two blue lights in front of goods' trains, and the London and North Western and the Warrington and Stockport trains need not carry any distinguishing lights; and that trains going off to the left should give one sound of the whistle, and those for the right to give three sounds of the whistle.

5th. The most westerly of the fixed semaphore signals to be used for the London and North Western Railway, and the most easterly for the Birkenhead, Lancashire, and Cheshire Junction and the Warrington and Stockport Railways.

6th. That the whole of the signals, fixed and distant, should all be kept at "stop," and the particular signals lowered as soon as it has been ascertained for which line the advancing train is intended, when there is no obstruction in the way.

7th. That the trains be permitted to proceed, as regards precedence, in the order in which they respectively approach the junctions.

8th. That the speed of the trains advancing towards the junctions be so regulated that whenever from any cause there is any difficulty in making out the state of the signals, fixed and distant, the drivers shall have it completely within their power to stop at the distant signals or short of the junctions, as the case may be.

As all these arrangements are consequent on the intended opening of the Arpley Branch of the Warrington and Stockport Railway, I am of opinion that this Company should defray the cost of making these alterations.

I have, &c.

W. Yolland,

Captain Galton, R.E., &c., &c. *Lieut.-Col., Royal Engineers.*

P.S.—I was in hopes that I should have been enabled to forward the assent of the engineer of the London and North Western to the proposal to have only one box, one set of signals, and one pointsman responsible for this junction; but Mr. Norris, although he stated he would give his early attention to this subject on the 5th instant, has not yet been enabled to forward me the result of his re-consideration of the matter.

W. Y.

Sir, *Railway Department, Board of Trade, Whitehall, June 2, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, with reference to your letter of March 26 last, their Lordships' order, under the 11th section of the Act 5 & 6 Vict. c. 55, with respect to the arrangements to be adopted by the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and the London and North Western, and the Warrington and Stockport Railway Companies, at the contiguous junctions of these Companies' lines at Lower Walton.

I am, &c.

The Secretary of the Birkenhead, Lancashire, and Cheshire Junction Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, June 2, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of their Lordships' order, under the 11th section of the Act 5 & 6 Vict. c. 55, with respect to the arrangements to be adopted by the London and North Western Railway Company, and the Birkenhead, Lancashire, and Cheshire Junction, and the Warrington and Stockport Railway Companies, at the contiguous junctions of these Companies' lines at Lower Walton.

I am, &c.

The Secretary of the London and North Western Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, June 2, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of their Lordships' order, under the 11th section of the Act 5 & 6 Vict. c. 55, with respect to the arrangements to be adopted by the Warrington and Stockport Railway Company, and the Birkenhead, Lancashire, and Cheshire Junction, and the London and North Western Railway Companies, at the contiguous junctions of these Companies' lines at Lower Walton.

I am, &c.,

The Secretary of the Warrington and Stockport Railway Company. Douglas Galton, *Captain, Royal Engineers.*

(Enclosure.)

Whereas the Birkenhead, Lancashire, and Cheshire Junction Railway forms a junction with the London and North Western Railway at Lower Walton, in the parish of Runcorn, in the county of Chester, and such railways form parts of one continued line of railway communication: And whereas the Warrington and Stockport Railway forms a junction with the Birkenhead, Lancashire, and Cheshire Junction Railway at Lower Walton aforesaid, and the said Warrington and Stockport Railway and Birkenhead, Lancashire, and Cheshire Junction Railway form parts of one continued line of railway communication: And whereas the Birkenhead, Lancashire, and Cheshire Junction Railway Company are not able to agree with the London and North Western Railway Company, or with the Warrington and Stockport Railway Company, upon arrangements for conducting at the said junctions, with safety to the public, the joint traffic of the said Birkenhead, Lancashire, and Cheshire Junction Railway Company and the said other Companies respectively: And whereas in pursuance of an Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act for the better Regulation of Railways, and for the Conveyance of Troops," the said Birkenhead, Lancashire, and Cheshire Junction Railway Company have applied to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations to decide the questions so in dispute between the said Birkenhead, Lancashire, and Cheshire Junction Railway Company and the said other Companies respectively, so far as the same relate to the safety of the public: Now therefore the Lords of the said Committee, by virtue and in exercise of the power and authority to them for this purpose given and reserved by the said Act of the sixth year of the reign of Her present Majesty, do hereby decide, order, and determine that from and after the opening for public traffic of the said Warrington and Stockport Railway to the said junction thereof with the Birkenhead, Lancashire, and Cheshire Junction Railway the traffic of the said Companies at the junctions aforesaid shall be conducted in the manner and according to the arrangements herein-after mentioned; (that is to say,)

Firstly, The machinery for working all the fixed signals herein-after directed to be provided and maintained at the said junctions, and the handles for working the switches at the said junctions, shall be brought together to a box placed midway between the said junctions on the west side of the Birkenhead, Lancashire, and Cheshire Junction Railway, and the said signals and switches shall be worked by and be under the entire control of one pointsman stationed at the said box.

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Warrington and Stockport Railway (Arpley Branch).

Secondly, The signals herein-after mentioned shall be provided and maintained at the said junctions; (that is to say,) two double semaphore signals shall be erected at the said box, one of such signals to be used exclusively for the London and North Western Railway, and the other for the Birkenhead, Lancashire, and Cheshire Junction Railway and the Warrington and Stockport Railway. The existing distant signals on the London and North Western Railway shall remain in their present position; the existing distant signal on the Birkenhead, Lancashire, and Cheshire Junction Railway shall be removed from its present position to a point on the west side of the same railway, distant 600 yards from the junction of the said Birkenhead, Lancashire, and Cheshire Junction Railway with the said Warrington and Stockport Railway; and a distant signal of a similar pattern shall be erected on the Warrington and Stockport Railway at a point on the east side of the same railway, distant 600 yards from the said last-mentioned junction.

Thirdly, The points at the said junction of the Birkenhead, Lancashire, and Cheshire Junction Railway with the London and North Western Railway shall be kept constantly open for the continuous line of the London and North Western Railway; and the points at the said junction of the Warrington and Stockport Railway with the Birkenhead, Lancashire, and Cheshire Junction Railway shall be kept constantly open for the continuous lines of the Birkenhead, Lancashire, and Cheshire Junction Railway, and the Warrington and Stockport Railway, except when such points shall be turned by the pointsman in charge of the same for the passage through the said junctions of engines and carriages to and from the London and North Western Railway.

Fourthly, The drivers of engines and trains, on approaching the said junction of the Birkenhead, Lancashire, and Cheshire Junction Railway with the London and North Western Railway from the north, shall, if such engines and trains are about to proceed by the Birkenhead, Lancashire, and Cheshire Junction Railway give *one* sound of the whistle, and shall, if such engines and trains are about to proceed by the continuous line of the London and North Western Railway, give *three* sounds of the whistle; and the drivers of engines and trains on approaching the said junction of the Warrington and Stockport Railway with the Birkenhead, Lancashire, and Cheshire Junction Railway from the south, shall, if such engines and trains are about to proceed through the said junctions to the London and North Western Railway, give *one* sound of the whistle; and shall, if such engines and trains are about to proceed by the Warrington and Stockport Railway, give *three* sounds of the whistle.

Fifthly, The most westerly of the said semaphore signals shall be used for the London and North Western Railway, and the most easterly of the same signals shall be used for the Birkenhead, Lancashire, and Cheshire Junction Railway and the Warrington and Stockport Railway.

Sixthly, All the said signals herein-before directed to be provided and maintained at the said junctions shall be kept constantly at "stop," except on the approach of a train or engine, when the particular signal appropriated to the line on which such train or engine is about to proceed shall be lowered as soon as it is ascertained on which line such train or engine is about to proceed, when there is no obstruction in the way. The speed of the engines or trains advancing towards the said junctions must, therefore, be so regulated that the drivers shall have it completely within their power in all cases to stop at the distant signals or short of the junctions, as the case may be.

Seventhly, The trains of the said several Companies shall have precedence in passing through or past the said junctions according to the order in which such trains respectively approach the said junctions.

Eighthly, The pointsmen by whom the signals and switches at the said junctions are to be worked, as herein-before is mentioned, shall be appointed and be removable by the London and North Western Railway Company, and shall receive their instructions from the same Company. And the Lords of the said Committee, by virtue and in further exercise of the power and authority aforesaid, do hereby also decide, order, and determine that the expenses of the alterations of the signals and other works at and connected with the said junctions which may be necessary for carrying into effect the arrangements herein-before mentioned, shall be borne and paid by the said Warrington and Stockport Railway Company; and that the salary or remuneration of the pointsmen by whom the signals and switches at the said junctions are to be worked as aforesaid, and the expenses of maintaining and repairing the signals and other works herein-before directed to be provided or maintained, shall be borne and paid by the said London and North Western Railway Company, and the said Warrington and Stockport Railway Company, in equal shares.

Ninthly, The alterations of the signals and other works at and connected with the said junctions which may be necessary for carrying into effect the arrangements herein-before mentioned, shall be executed by the London and North Western Railway Company.

Signed by order of the Lords of the said Committee, the twenty-fifth day of May One thousand eight hundred and fifty-five.

James Booth,
One of the Joint Secretaries to the said Committee.

Birkenhead, Lancashire, and Cheshire Junction Railway,
Monk's Ferry, Birkenhead, June 9, 1855.

Sir,

I have to acknowledge the receipt of your letter of the 2d instant, handing the order of the Lords of the Committee of Privy Council for Trade relating to the junction of the Warrington and Stockport Railway with this line, and to state, that the Directors of this Company are prepared to carry out the requirements so far as they relate to this Company.

I have, &c.
John Gibson, *Secretary.*

Captain Galton, R.E., &c., &c.

Railway Department, Board of Trade, Whitehall, June 20, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report* by Lieutenant-Colonel Yolland, R. E., the officer appointed by their Lordships to re-inspect the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, my Lords direct the Warrington and Stockport Railway Company to postpone the opening of the branch railway in question, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Warrington and Stockport Railway Company.

Railway Department, Board of Trade, Whitehall, July 18, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* of the officer appointed by their Lordships to re-inspect the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, their Lordships direct the Warrington and Stockport Railway Company to postpone the opening of the branch line in question, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Warrington and Stockport Railway Company.

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* Similar report to that of the 23d April.

Appendix No. 1.

INSPECTIONS.

Warrington and Stockport Railway (Arpley Branch).

SIR, *Railway Department, Board of Trade, Whitehall, August* 16, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* which their Lordships have received from the officer appointed to re-inspect the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, my Lords direct the Warrington and Stockport Railway Company to postpone the opening of the Arpley Branch, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.

The Secretary of the Warrington and Stockport Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Railway Department, Board of Trade, Whitehall, September* 14, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* made by Lieutenant-Colonel Yolland, R. E., the officer appointed by their Lordships to re-inspect the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, my Lords direct the Warrington and Stockport Railway Company to postpone the opening of the branch line in question, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.

The Secretary of the Warrington and Stockport Railway Company. E. A. BOWRING.

SIR, *Warrington and Stockport Railway, St. Helen's, September* 15, 1855.

I HAVE to acknowledge receipt of Mr. Bowring's letter of 14th instant, enclosing a copy of Colonel Yolland's of 8th instant, stating that the arrangements at the junction of the Arpley Branch with the Birkenhead, Lancashire, and Cheshire Junction Railway are still incomplete, but not naming what is yet required to be done.

I beg to remind you that this branch was first inspected on the 27th of March last, and that Colonel Yolland then reported favourably upon it, but stated the necessity for the erection of proper signals to protect the junctions of the Birkenhead, Lancashire, and Cheshire Junction with this and the London and North Western Railways.

That on the 13th of April you transmitted to me a copy of Colonel Yolland's report, dated 9th April, on the arrangements which he considered it desirable to adopt at those junctions, and that on the 20th of that month their observations on that report were forwarded to you.

On the 2d of June you transmitted to me the order of their Lordships, the Committee of Privy Council for Trade, in reference to these junctions, specifying the arrangements to be made, and requiring the work to be executed by the London and North Western Railway Company, but not defining in what time such work should be executed.

The Directors have regretted the great length of time that has been consumed in carrying out this order, but they are informed that the whole of the signals, levers, &c., specified in such order have now been completed, and they, therefore, hope to receive the sanction of their Lordships to the use of the branch without further delay.

They are aware that Colonel Yolland has asked the officers of the North Western Company to adopt some precautions in addition to those specified in the order of their Lordships, but they trust that they may receive the formal permission to use the line without waiting for the carrying out of these subsidiary points.

I have, &c.

Captain Galton, R. E., &c., &c. ARTHUR SINCLAIR.

SIR, *Railway Department, Board of Trade, Whitehall, October* 1, 1855.

WITH reference to your letter of the 15th ultimo, relative to the works at the junctions of the London and North Western, the Birkenhead, Lancashire, and Cheshire Junction, and the Warrington and Stockport Railways at Walton near Warrington, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of Colonel Yolland's observations on the subject.

I am, &c.

The Secretary of the Warrington and Stockport Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, September* 19, 1855.

I HEREWITH return Mr. Sinclair's letter of the 15th instant, and beg to state, for the information of the Lords of the Committee of Privy Council for Trade, that I shall have much pleasure in being enabled to report that the works are complete at the junctions of the London and North Western, Birkenhead, Lancashire, and Cheshire Junction, and Warrington and Stockport Railways at Walton, near Warrington, if I find them to be so when I make my next re-inspection; but until I am satisfied that the working of the points by means of the long levers is satisfactory, and the arrangement for exhibiting the actual position of the tongues of the points to the signalmen in the box completed, I shall not feel justified in recommending their Lordships to sanction the opening of the Arpley Branch of the Warrington and Stockport Railway.

I have, &c.

Captain Galton, R. E., &c., &c. W. YOLLAND, *Lieut-Col., R. E.*

Birkenhead, Lancashire, and Cheshire Junction Railway,

SIR, *Monk's Ferry, Birkenhead, September* 14, 1855.

I AM instructed by the Directors of this Company to transmit to you the enclosed copy of their engineer's report on the proposed mode of working the several junctions at Lower Walton, and to request that you will lay the same before the Committee of Privy Council for Trade for their Lordships' consideration.

I am, &c.

Captain Galton, R.E., &c. &c. W. JOHNSTON, *Secretary.*

(Enclosure.)

COPY of REPORT by Mr. Douglas, the Engineer of the Birkenhead, Lancashire, and Cheshire Junction Railway Company to the Directors of that Company.

"HAVING inspected the mode of working the several junctions at Lower Walton previous to their being brought into operation, I beg to state that I consider the system of signals proposed for the use of this Company objectionable, and on the following grounds, that it will be requisite for the whole of the engine-drivers, guards, and breakmen, &c., when passing from the London and North Western line in the direction of Chester to obey the Birmingham or up-signal contiguous to the London and North Western line instead of the Chester up-signal contiguous to the Cheshire Junction line. This objection may be removed by placing another signal-post for the Warrington and Stockport Railway exclusively, each Company would then obey its own set of signals, and no misunderstanding could possibly arise."

Birkenhead, Sept. 14, 1855.

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* Similar report to that of the 23d April.

Appendix No. 1.

Inspections.

Warrington and Stockport Railway (Arpley Branch).

Sir, *Railway Department, Board of Trade, Whitehall, October* 1, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of Colonel Yolland's observations with reference to your letter of the 14th ult., relative to the signals which were directed by my Lords to be put up at the junction of the London and North Western, Birkenhead, Lancashire, and Cheshire Junction, and Warrington and Stockport Railways, at Lower Walton, near Warrington.

I am, &c.

The Secretary of the Birkenhead, Lancashire, and Cheshire Junction Railway Company.

Douglas Galton, *Captain, Royal Engineers.*

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, September* 18, 1855.

I herewith return the letter from the Secretary of the Birkenhead, Lancashire, and Cheshire Junction Railway, enclosing a copy of the report of their engineer objecting to the signals directed to be put up at the junction of the London and North Western, Birkenhead, Lancashire, and Cheshire Junction, and Warrington and Stockport Railways at Lower Walton, near Warrington, and beg to remark, for the information of the Lords of the Committee of Privy Council for Trade, that I have no particular objection to offer to the erection of a third semaphore signal-post, as proposed by Mr. Douglas, but consider that the system of signals ordered by their Lordships to be erected is more simple and less likely to lead to mistakes on the part of the signalman; but if their Lordships should assent to the erection of a third signal-post, I am of opinion that, inasmuch as the Birkenhead, Lancashire, and Cheshire Junction Railway did, by the letter from their Secretary, dated the 9th June, assent to the arrangements directed by their Lordships to be followed, the additional cost of erecting such third semaphore signal-post should be borne by that Company.

I have, &c.,

Captain Galton, R.E., &c., &c.

W. Yolland, *Lieut.-Col., Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, October* 12, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* made by Lieutenant-Colonel Yolland, R.E., the officer appointed by their Lordships to re-inspect the Arpley Branch of the Warrington and Stockport Railway.

Upon consideration of that report, my Lords direct the Warrington and Stockport Railway Company to postpone the opening of the branch line in question, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.

The Secretary of the Warrington and Stockport Railway Company.

Douglas Galton, *Captain, Royal Engineers.*

Sir, *Warrington and Stockport Railway, Warrington, October* 25, 1855.

In reply to your letter of the 12th instant, I am directed by the Board to inform you that they are not in any way responsible for the delay that has arisen in completing the signals at the Walton Junction of the Arpley Branch, this Company not being allowed to interfere with either the purchase, arrangement, or fixing of them, and I am further desired to ask your favourable interference on behalf of this Company in the matter, by addressing a strong remonstrance and complaint to the London and North Western Company, and insisting upon their immediately completing the work to the satisfaction of Colonel Yolland.

I have, &c.

Douglas Galton, Captain, R.E.

George Potter, *General Manager.*

Sir, *Railway Department, Board of Trade, Whitehall, October* 17, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to refer to you a letter which they have received from the Birkenhead, Lancashire, and Cheshire Junction Railway Company, relative to the signals at Walton Junction, and to request you to state whether upon a re-consideration of the subject, you recommend that the arrangements proposed therein be adopted.

I am, &c.

Douglas Galton, *Captain, Royal Engineers.*

Colonel Yolland, R.E., &c., &c.

Birkenhead, Lancashire, and Cheshire Junction Railway, Birkenhead, October 13, 1855.

Sir,

In reply to your letter of the 1st instant, with reference to the signals at Walton Junction, I am directed by my Directors to state that they do not consider the additional cost of erecting a third semaphore signal-post should be borne by this Company, and should the system of signals as put up by Colonel Yolland, and adopted by their Lordships, remain unaltered, they cannot be responsible for any mistakes that may arise.

I have, &c.

Captain Galton, Royal Engineers.

George Douglas.

Sir, *Exeter, October* 19, 1855.

In reference to your letter of the 17th instant, I beg to state that I am not prepared to recommend the erection of a third semaphore post at Walton Junction, as proposed by Mr. Douglas on the 14th September, inasmuch as I believe the system of signals directed to be erected by their Lordships, is more simple and less likely to lead to mistakes on the part of the signalman; but I have no decided objection to the erection of a third semaphore post, as stated in my report of the 18th ultimo, on the terms therein mentioned. The Birkenhead, Lancashire, and Cheshire Railway Company have already completely assented to their Lordships' order, and as they now think fit to retract that assent, I am of opinion that the erection of a third semaphore signal-post should not delay the opening of the Arpley Branch, when it is ready in other respects, or entail additional expense on the Warrington and Stockport Railway.

The necessity for a third semaphore post should have been stated by the Birkenhead, Lancashire, and Cheshire Junction Railway, when they received their Lordships' order, and not when the latter had been complied with as regards the semaphore signals.

I have, &c.

W. Yolland, *Lieut.-Col., Royal Engineers.*

Captain Galton, R.E., &c., &c.

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* Similar report to that of the 23d April.

Appendix No. 1.

Inspections.

Warrington and Stockport Railway (Arpley Branch).

Sir, *Warrington, November* 8, 1855.

In compliance with the instructions contained in your letter of the 1st instant, I have this day re-inspected the Arpley Branch of the Warrington and Stockport Railway, and have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the works at the junction at Lower Walton, near Warrington, are now in such a state as will admit of their being quickly completed, as soon as their Lordships' sanction to the opening of the line shall have been given, the several connections and weighting of the switches alone remaining to be done; and I beg, therefore, to recommend that their Lordships' sanction to the opening of the Arpley Branch of the Warrington and Stockport Railway may now be given, that instructions may be forwarded to the London and North Western Railway Company to complete the work of making the several connections, and the removal of the signalmen from the old to the new signal-house; and that the three railway companies interested in this junction, viz., the London and North Western, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and the Warrington and Stockport Railway Company, will be pleased to direct t heir engine-drivers to conform to the special regulations that will be necessary for working this junction with safety.

I have, &c.

W. Yolland.

Captain Galton, R.E., &c., &c. *Lieut-Col., Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, November* 10, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to refer to you the enclosed papers on the subject of the signals at the Walton Junction of the Birkenhead, Lancashire, and Cheshire Junction, the London and North Western, and the Warrington and Stockport Railways.

My Lords request that you will, at your earliest convenience, inspect the locality, and report whether, in your opinion, an additional semaphore signal is required at the junction in question for the safe working of the traffic, as urged by the Birkenhead, Lancashire, and Cheshire Junction Railway Company.

I am, &c.

Lieut.-Col. Wynne, R.E., &c., &c. Douglas Galton,
Captain, Royal Engineers.

Sir, *Railway Department, Board of Trade, Whitehall, November* 23, 1855.

In reply to your letter of the 10th instant, in which, by direction of the Lords of the Committee of Privy Council for Trade, you refer to me various papers on the subject of the signals at the western junction of the Birkenhead, Lancashire, and Cheshire Junction, the London and North Western, and the Warrington and Stockport Railways, and request that I will inspect the locality, and report whether an additional semaphore signal is required for working the traffic, as urged by the Birkenhead, Lancashire, and Cheshire Junction Railway Company, I have to state, for their Lordships' information, that I yesterday visited the locality, and I met there, by appointment, gentlemen representing the several Companies.

From the papers referred to me, it appears that the Company now objecting, did, in the first instance, accept the arrangement of signals, and code for working them, proposed by Lieut.-Colonel Yolland, but subsequently their engineer, Mr. Douglas, who is also concerned in the working of the traffic, having said that he could not undertake to work the line with safety without there being another semaphore signal, his directors repudiated their former assent.

Mr. Douglas, who was one of the parties present, stated his objections, as I understood him, as follows:—

1st. That to direct a driver to look to one signal on the up journey, and to another on the down, is not consistent with the ordinary railway rule, the contrary being the usual practice, that is, that each line should have its separate signal-staff; and the consequence of this departure from ordinary practice will be to confuse the drivers, and render it necessary to issue an exceptional rule to the drivers of the Lancashire Company.

2d. That having for some years worked their traffic with a distinct signal-post, it is a hardship that their status should be changed because a new company have come upon their ground.

I believe this is the first instance in which the extension of the railway system has led to a common junction of the lines of three distinct companies; and the question now arises whether it be advisable to go on multiplying signal-posts for every line that may, in the further extension of the system, be brought into a common point, and thus complicate the signalman's duties, or endeavour to make such slight alteration in the system as will permit the signalling to be carried on by the (two) ordinary and usual junction signals, and thus impose the least possible additional labour and thought upon the pointsman, while a single simple exceptional rule will be all that the drivers of one company will have to burthen their memories with. Were it *possible* that disregard to this rule could lead to a collision, I should hesitate to adopt the proposed arrangement; but the only thing Mr. Douglas could point out as by possibility occurring to endanger the public safety, was that a driver of his company, being forgetful of the rule, might approach the junction from Warrington, and seeing what he had been in the habit of considering his signal standing against him, he would come to a sudden standstill, which might injure the rolling stock, and, in the delay arising, the train might be run into by a London and North Western train; but as this could not happen without the negligence of other parties, I think it unnecessary further to entertain the question.

Having spent some time at the junction, and fully discussed the subject on the spot, and carefully considered it since, I have no hesitation in giving it as my opinion that a third semaphore signal is unnecessary, and I would observe that exceptional rules are by no means unusual.

I think the distant signals should be weighted to stand at their normal position of danger, so that the simple act of releasing the handle will allow them to fly back to that position; and as it is possible that the pointsman may, through mistaking the call of the engine, turn a train on to the wrong line, he should be prepared, under such circumstances, or under Mr. Douglas' supposition of a train bringing suddenly up near the junction, to let go at once the distant signal handle. I think likewise it might be desirable, to caution the London and North Western Company strictly to enforce the five-minute interval between all trains proceeding from Warrington on the up line.

I have, &c.

The Secretary of the Geo. Wynne,
Railway Department, Board of Trade. *Lieut.-Col., Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, November* 28, 1855.

With reference to the order of the Lords of the Committee of Privy Council for Trade, under the 11th section of the Act 5 & 6 Vict. cap. 55., directing the arrangements to be adopted for working the traffic at the junction at Lower Walton, I am directed by their Lordships to transmit to you the enclosed copy of a further report made by Lieut.-Colonel Yolland,* the officer appointed by their Lordships to re-inspect the Arpley Branch of the Warrington and Stockport Railway, and of an extract from a report made by Colonel Wynne upon the same subject.

Upon consideration of Colonel Yolland's report, my Lords direct me to inform you that they no longer object to the branch line in question being opened for the public conveyance of passengers, but they trust that Colonel Wynne's recommendations on the subject of the junctions will be attended to.

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* Colonel Yolland's Report of 8th November.

Appendix No. 1.

Inspections.

Warrington and Stockport Railway (Arpley Branch).

My Lords direct me to point out, that before trains are commenced to be run on the line it will be necessary that the minor matters mentioned in Colonel Yolland's report as still unfinished be completed; and that the necessary instructions for carrying into effect, in accordance with their Lordships' order, the system under which the junctions are to be worked, be given to the servants of the Company concerned.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Warrington and Stockport Railway Company
The Secretary of the
London and North Western Railway Company.

SIR, *Railway Department, Board of Trade, Whitehall, November* 28, 1855.

WITH reference to your letter of the 13th ultimo, relative to the signals at the Walton Junction, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords are not prepared to modify the order already issued.

I am at the same time to inform you that my Lords have received a report from Colonel Yolland, stating that the junction may be opened without danger to the public as soon as some minor matters therein specified shall have been completed; and they therefore trust that the Directors of the Birkenhead, Lancashire, and Cheshire Junction Railway Company will give to their engine-drivers the necessary instructions for carrying into effect the regulations under which, in accordance with their Lordships' order, the junction is to be worked.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Birkenhead, Lancashire, and Cheshire Junction Railway Company.

Wimbledon and Croydon Railway.

WIMBLEDON AND CROYDON RAILWAY.

SIR, *Railway Department, Board of Trade, Whitehall, Sept.* 11, 1855.

I AM directed by the Lords of the Committe of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieut.-Colonel Yolland, R.E., the officer appointed by their Lordships to inspect the Wimbledon and Croydon Railway.

Upon consideration of that report, my Lords direct the Wimbledon and Croydon Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Wimbledon and Croydon Railway Company.

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, September* 11, 1855.

I HAVE the honour to report that, in obedience to the instructions contained in your letter of the 3d instant, I have this day inspected the Wimbledon and Croydon Railway, extending from a junction with the London and South Western Railway at Wimbledon Station to a junction with the Epsom Branch of the London and South Coast Railway at Croydon, and to state, for the information of the Lords of the Committee of Privy Council for Trade, that the line is laid single throughout its length of 5 miles and 53 chains, with sidings at the termini and at Mitcham Station averaging 350 feet in length.

The land has been purchased for a double line. The width of the line at formation level is 15 feet, the rails employed average 21 feet in length, and weigh 65 lbs. per linear yard, the joint chairs weighing 28 lbs., and the middle chairs 22 lbs.; and they are spiked to the sleepers, which are of Norway timber, half round, 10 in. in diameter, 9 feet long, 10″ × 5″, placed one yard apart; the rails being fixed to the chairs by means of compressed wooden keys.

There are two over-bridges built of brick in cement, and four small wooden viaducts resting on piles, on the line; the bridges appear to be very well built and sufficiently strong, and the viaducts appear to be sufficiently strong.

The embankments and cuttings are very light, and the line has been ballasted with gravel two feet deep.

No turn-tables have been provided.

There is only one intermediate station at Mitcham, and there are five level crossings, authorized by the Company's Act, 16 & 17 Vict. c. 86., provided with gates that do not in all cases close the rail as well as the road. Lodges are provided at these level crossings. The fencing is complete.

The junctions at Wimbledon and Croydon are not yet complete, and no signals have yet been erected at these junctions or at Mitcham Station; and I am therefore of opinion that, from the incompleteness of the works, the opening of the Wimbledon and Croydon Railway for traffic cannot be sanctioned without danger to the public using the same.

I have, &c.

W. YOLLAND,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

SIR, *Railway Department, Board of Trade, Whitehall, October* 9, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieutenant-Colonel Yolland, R.E., the officer appointed by their Lordships to re-inspect the Wimbledon and Croydon Railway.

Upon consideration of that report, my Lords direct the Wimbledon and Croydon Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.

J. BOOTH.

The Secretary of the
Wimbledon and Croydon Railway Company.

(Enclosure.)

SIR, *Eastbourne, September* 29, 1855.

IN compliance with the instructions of the 24th instant, I yesterday re-inspected the Wimbledon and Croydon Railway, and I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the junction of this line with the Epsom branch of the London and South Coast Railway at Croydon is now complete; and at the other extremity, the line runs into a siding belonging to the South Western Railway at Wimbledon, to the south of the main lines. The necessary signal-posts have now been erected for all the permanent and distant signals, but the signals are not yet in working order.

The line is to be leased to Mr. Bidder, and to be worked by the London, Brighton, and South Coast Railway Company, but no arrangement has yet been come to with the London and South Western Railway

Appendix No. 1.

Inspections.

Wimbledon and Croydon Railway.

Company with reference to the use of their siding at Wimbledon. Another station (for Merton) is now being made, but no signals have yet been put up, and I am therefore of opinion that, from the incompleteness of the works, the opening of the Wimbledon and Croydon Railway for traffic cannot be sanctioned without danger to the public using the same.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c. &c.

Sir, *Railway Department, Board of Trade, Whitehall, October* 10, 1855.

I am directed by the Lords of the Committee of Privy Council of Trade to inform you that they have received a further report made by Lieutenant-Colonel Yolland, R.E., relative to his re-inspection of the Wimbledon and Croydon Railway.

Upon consideration of that report, my Lords do not object to the opening of the line in question for public traffic, provided that the line be worked with tank engines, and that only one engine be allowed in steam upon the line at one and the same time.

I have, &c.
J. Booth.

The Secretary of the
Wimbledon and Croydon Railway Company.

Sir, *Eastbourne, October* 9, 1855.

With reference to my report of the 29th ultimo, I herewith forward two letters from Mr. Edwin Clark on behalf of Mr. Bidder, stating that the whole of the signals were now complete on the Wimbledon and Croydon Railway, and that an arrangement had been made with the South Western Railway Company, by which the siding at Wimbledon would be left for the sole use of the Wimbledon and Croydon traffic; under these circumstances, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion that the opening of the Wimbledon and Croydon Railway for traffic may now be sanctioned without danger to the public using the same, provided the line be worked with tank engines, and that only one engine in steam be upon the line at one and the same time.

I have, &c.,
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

(Enclosed in Colonel Yolland's Report.)

Dear Sir, *Adelphi Terrace, October* 8, 1855.

I beg to enclose a letter from the Secretary of the South Western, confirmatory of the arrangement I have made with them for the independent siding at Wimbledon, and I shall be much obliged if we are enabled to open on the 10th, as proposed.

I am, &c.
Edwin Clark.

Lieut.-Col. Yolland.

London and South Western Railway,
Secretary's Office, Waterloo Bridge Station, October 6, 1855.

Dear Sir,

In accordance with your request, we shall by the 10th instant have completed another siding at the Wimbledon Station Junction for our use, leaving the present siding for the sole use of the Wimbledon and Croydon traffic.

I am, &c.
L. Crombie.

Edwin Clark, Esq.

Dear Sir, *Adelphi Terrace, Strand, London. October* 6, 1855.

The whole of the signals are now perfectly completed throughout the line, and I much regret this was not the case on your last visit.

With respect also to the siding at Wimbledon, the South Western Railway Company are preparing a fresh siding for their use, so that the present siding, as required by you, will be for the sole use of the Wimbledon and Croydon traffic, and an undertaking from the Secretary of the South Western Company will be forwarded to you on Monday, that their new siding shall be complete by the 10th, and that the present siding shall be solely used by us. Under these circumstances, I shall esteem it a great favour if the necessary authority for opening the line on the 10th instant can be forwarded to me, as we have got our time bills and every arrangement made for that purpose, though I very much regret I have not been able earlier than this to inform you that your instructions have been fully complied with.

I am, &c.
Edwin Clark,
For G. P. Bidder.

Lieut.-Col. Yolland, 56, Sea Houses, Eastbourne.

Sir, 16, *Parliament Street, October* 10, 1855.

We beg to acknowledge, on behalf of the Wimbledon and Croydon Railway Company, the receipt of your letter of to-day's date, and to inform you that due instructions have been given to comply with the provision therein contained in reference to the opening of the line.

We have, &c.
H. & W. Toogood.

James Booth, Esq.,
Railway Department, Board of Trade.

Appendix No. 2.

Appendix No. 2.

References under General Acts.

References under General Acts.

BIDEFORD EXTENSION RAILWAY.

Bideford Extension Railway (Screens, near Instow.)

Gentlemen, *Barnstaple, August* 28, 1855.

Under the direction of the Trustees of the Barnstaple Turnpike, I beg to transmit to you herewith the copy of a notice, which, under the provisions of the Act 8 Victoria, cap. 20 (the Railways Clauses Act), has been served on the Bideford Extension Railway Company, for the purpose of having a screen erected between the line of the turnpike road and that of the railway. It is understood that the Railway Company mean soon to open their line for traffic. It is therefore very desirable that as early attention as possible should be given to the matter, which is deemed of considerable importance as regards the public in the use of the turnpike road.

I have, &c.
Thomas Hooper Law,
Clerk to the Trustees of the
Barnstaple Turnpike Roads.

To Her Majesty's Railway Commissioners,
Board of Trade, London.

I shall be obliged by this letter and the notice being acknowledged.—T. H. L.

Appendix No. 2.

References under General Acts.

Bideford Extension Railway (Screens, near Instow.)

(Enclosure.)

To the Directors, Shareholders, and other Persons constituting the Bideford Extension Railway Company, and carrying out or engaged in carrying out the Provisions of an Act of Parliament called or known as "The Bideford Extension Railway Act, 1853."

We, the undersigned, being three of the Trustees for putting into execution an Act passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for repairing several Roads leading "from the Town of Barnstaple in the County of Devon, and for making several new lines of road, connected "therewith," apprehending danger to the passengers on the present turnpike road from or near a turnpike gate called Sticklepath Gate, in the parish of Tawstock, to the town of Bideford by way of Instow, in consequence of horses being frightened by the sight of the engines or carriages travelling upon the said railway, do hereby give you and each and every of you notice that we intend, under and by virtue of the provisions of the several Acts of Parliament passed for the purpose, to apply to the Board of Trade or Her Majesty's Railway Commissioners with respect thereto, on the expiration of fourteen days from the service of this notice.

Given under our hands, this thirteenth day of August, One thousand eight hundred and fifty-five.

James Arthur.
J. R. Griffiths.
William Avery.

Sir, *Railway Department, Board of Trade, Whitehall, August 29, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 28th instant, forwarding copy of a notice served upon the Bideford Extension Railway Company, for the purpose of having a screen erected between the line of the turnpike road and the above railway near a turnpike gate called Sticklepath Gate.

My Lords direct me to inform you that the subject will receive their early consideration.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Clerk to the Trustees of the Turnpike Roads, Barnstaple.

My Lords, *Barnstaple, September 5, 1855.*

I am honoured by the receipt of your Lordships' favour per Captain Galton, R.E., acknowledging the receipt of my letter of the 28th ultimo, forwarding copy of a notice served upon the Bideford Extension Railway Company, for the purpose, as Captain Galton says, "of having a screen erected between the line of "the turnpike road and the above railway, *near a turnpike gate called Sticklepath Gate.*"

I beg to observe that there is an error in this statement, and to explain that the screen is not required near a turnpike gate called Sticklepath Gate, but between the line of the railway and the line of the turnpike road which leads from the turnpike gate called Sticklepath Gate to the town of Bideford.

The screen will be required principally between a place called Instow and the town of Bideford.

The line of the Bideford Extension Railway is not co-extensive with that of the turnpike road.

I venture to trouble your Lordships with this communication simply to prevent any misconception of the notice which has been served on the railway.

I have, &c.
Thomas Hooper Law,
Clerk to the Trustees of the Barnstaple Turnpike Roads.

To the Lords of the Committee of Privy Council for Trade, Railway Department, Board of Trade, London.

Sir, *Railway Department, Board of Trade, Whitehall, December 6, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of their inspecting officer's report with respect to the erection of screens, which the Trustees of the Barnstaple Turnpike Roads consider necessary at certain places where the Bideford and Barnstaple Turnpike Road runs close to the railway.

My Lords direct me to inform you, that they are desirous of receiving, with as little delay as possible, any observations which the Directors of the Bideford Extension Railway Company may have to make on the subject.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the Bideford Extension Railway Company.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, December 5, 1855.*

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in obedience to their instructions of the 15th October, I met the Chairman and some other of the Trustees of the Barnstaple Turnpike Roads, together with their surveyor, when I inspected the Bideford Extension Railway, on the 20th October, and examined the portions of road they were anxious to have screened off from the railway by a wall or closed fence. The Trustees appeared to think that horses would be greatly frightened at the approach of engines and trains, and that in consequence there would be considerable risk of accidents occurring, and they were desirous that both engines and trains should be entirely shut out from the turnpike road by a wall or screen, which in some places would thus require to be 10 feet above the level of the road.

Experience has, however, shown that horses very soon become accustomed to the passing of engines and trains.

On the other hand, the Bideford Extension Railway Company propose to plant with trees the slopes and space between the road and the railway, coloured green on the enclosed tracing, and to build a wall 5 feet high for a distance of about 19 chains, commencing at the Bideford Station, and to put up two close boarded screen fences, each of about 5 chains in length, and 6 feet above the level of the rails, at two places near Instow, where the railway approximates very closely to the road, and where horses would be much more likely to be frightened.

I am of opinion, that the proposal of the Bideford Extension Railway Company, when carried out, will be sufficient for the protection of the public, except as regards the height of the screens; partial screens are certainly not efficient, and I would therefore recommend, that the height of the close boarded screens should not be less than 8 feet above the level of the rails, and that they should be put up in the course of one month.

I have, &c.
W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

Bideford Extension Railway (Screens near Instow).

SIR, *Bideford Extension Railway, Secretary's Office, December* 8, 1855.

I HAVE the honour to acknowledge the receipt of your letter of the 6th instant, with copy of the inspecting officer's report, relative to fencing and screening required on the Bideford Extension Railway for the public interest and safety.

I am directed to state, that the suggestions and requirements therein contained shall be forthwith carried out without any loss of time, and their completion duly reported.

I am, &c.

Captain Galton, R.E., &c., &c. THOS. B. CHANTER, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, December* 13, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, on the subject of the screens recommended in Lieutenant-Colonel Yolland's Report, and to state that my Lords will be glad to be informed as soon as the screens shall have been erected.

I am, &c.

The Secretary of the Bideford Extension Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Bideford Extension Railway, Bideford, December* 17, 1855.

I HAVE the honour to acknowledge the receipt of your letter of the 13th instant, and, in obedience to the requirements of the Lords of the Committee of Privy Council for Trade, have to state that the screens on the Bideford Extension Railway (recommended in Colonel Yolland's report) and the planting are in progress, and that it is engaged to be completed by the 14th February next (the earliest possible time), when it shall be duly reported.

I have, &c.

Captain Galton, R.E., &c., &c. THOS. B. CHANTER, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, December* 19, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by them to inspect the portions of the Bideford and Barnstaple Turnpike Road adjoining the Bideford Extension Railway, where the Trustees of the Barnstaple Turnpike Roads require screens to be erected; and to inform you that the Bideford Extension Railway Company have stated to my Lords that the works required by the inspecting officer shall be completed by the 14th February next.

I am, &c.

The Clerk to the Trustees of the Barnstaple Turnpike Roads. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Barnstaple, December* 20, 1855.

I HAVE the honour to acknowledge the receipt of your letter of the 19th instant (3438), accompanied by copy of Colonel Yolland's report (3367) on the subject of the screen between the Barnstaple Turnpike Road to Bideford by way of Instow and the line of the Bideford Extension Railway; and I will take care to submit the same to the Trustees at their first meeeing.

I have, &c.

Captain Galton, R. E., &c., &c. THOMAS HOOPER LAW, *Clerk to the Trustees of the Barnstaple Turnpike Roads.*

CHESTER AND HOLYHEAD RAILWAY.

Chester and Holyhead Railway (Screens at the Pontblyddyn and Llandegla Turnpike Road).

MY LORD, *Town Hall, Chester, November* 27, 1855.

I HAVE the honour to transmit, for the consideration of your Board, the enclosed memorial, having reference to the want of protection to the Pontblyddyn and Llandegla Turnpike Road from the Chester and Holyhead Railway.

I beg to inform you that I send the memorial in the capacity of clerk to the trustees of the road, but at the same time at the pressing solicitation of the inhabitants of the counties through which the road passes, many of whom being proprietors of collieries in the neighbourhood, as well as of other large works, are deeply interested in the road.

I am directed to intimate that this matter has already been before your Board, when, after the trustees of the road having taken the formal steps prescribed by the Railways Clauses Consolidation Act, Major Wynne, R.E., on the 28th June 1854, reported to the Secretary of your Railway Department, (No. 8,) but as will be seen from the memorial that the trifling compliance to its terms by the Railway Company is wholly insufficient, and the trustees are daily under the apprehension that an indictment will be preferred against them.

I have, &c.

To the Right Hon. Lord Stanley, M.P., President of the Board of Trade, Whitehall. JOHN WALKER.

(Enclosure.)

Memorial to the Board of Trade of the acting Justices of the Peace, Trustees of the Pontblyddyn and Llandegla Turnpike Road, gentlemen and inhabitants of the Counties of Flint and Denbigh,—

SHOWETH,

THAT your memorialists are inhabitants of those parts of the counties of Flint and Denbigh through which the Pontblyddyn and Llandegla Turnpike Road passes.

That at a certain part of the said road, between Pontblyddyn, in the county of Flint, and Pontybodkin, in the same county, a branch of the Chester and Holyhead Railway, leading from the Padua Station on the railway formerly called the "Chester and Mold Railway," to the Coed Talwern Coal Works, in the said county of Flint, runs parallel with the said road for a distance of about half a mile, the said railway being laid down on the top of a high hill overhanging the said road, and that in consequence of there being no sufficient screen between the said railway and road, travelling on the said road is highly dangerous. That there have, in fact, been numerous accidents to travellers on the said road, which however have not as yet been attended with fatal results; but your memorialists are daily apprehensive of more serious accidents, and your memorialists and other travellers are frequently driven to travel by a different but longer route, to the great detriment of the said road; and travellers on the said road are repeatedly compelled to alight and lead their horses in order to avoid accidents.

That the said Company have in consequence, as your memorialists are informed, of the interference of your Honourable Board, placed at one or two points at the side of the said railway a few plants to screen the said railway from the said road, but that such screen is wholly insufficient and partial.

That the said turnpike road is heavily in debt and almost insolvent, and that its present depressed state is mainly owing to the traffic taken from the said road by the said railway.

That there lies at the side of and immediately underneath the said road, between the places aforesaid, a very deep and dangerous brook, which is insufficiently protected from the said road, and which in consequence of the said railway having been formed immediately above the said road, (the railway being at the one side of and immediately above the road, and the brook at the other side of and immediately below the said road,) is rendered doubly dangerous, there being no protection therefrom in case of horses being frightened by the engines and coal waggons passing along the said railway.

Appendix No. 2.

REFERENCES UNDER GENERAL ACTS.

That a good and sufficient wooden screen or paling between the said railway and road along the whole length aforesaid is absolutely necessary, and if that or some other effectual protection be not provided, your memorialists apprehend that serious if not fatal results will ensue.

That your memorialists believe the said Railway Company derives great profit from the said branch railway, the traffic thereon being principally of coal and minerals which before the formation of the said railway were conveyed along the said road.

Your memorialists therefore humbly pray the interference of your Honourable Board, in order that due protection may be forthwith provided to the public life and property travelling on the said road, and for that purpose that your Honourable Board will exercise its powers derived under the 8th Victoria, cap. 20., section 63.

And your memorialists will ever pray, &c.

(Signed by seven magistrates and thirty others.)

Chester and Holyhead Railway (Screens at the Pontblyddyn and Llandegla Turnpike Road).

SIR, *Railway Department, Board of Trade, Whitehall, December* 19, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report of Lieut.-Col. Wynne, R.E., the officer appointed by my Lords to inquire as to the necessity of screens being erected at the spot where the turnpike road near Pontblyddyn runs close to the Chester and Holyhead Railway, as required by the trustees of the Pontblyddyn and Llandegla Turnpike Roads; and I am to request that you will forward to this Department, as soon as possible, any observations the Directors may have to offer thereon.

I am, &c.

The Secretary of the Chester and Holyhead Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, December* 18, 1855.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected that part of the Coed Talwern Branch of the Chester and Holyhead Railway which lies adjacent to the Pontblyddyn and Llandegla Turnpike Road, with the view of ascertaining whether the public safety required the erection of screens on that part of the railway; and I have now to submit for their Lordships' consideration the following report, and my opinion thereon:—

The railroad from Pontybodkin, towards Chester, runs for about three quarters of a mile along the top of a high ridge which overhangs the turnpike road; the side of this ridge is covered with brushwood, which, in many parts, effectually screens the railway from the road, but in some places it fails to do so; and in these places, I am of opinion that, if close screens were erected along the side of the railway, 5 feet in height above the top of the rail, that the danger would be lessened to passengers with horses travelling on the adjoining turnpike road.

The following are the parts of the railway which will require to be screened off:—

At the distance of 86 feet from the 12¼-mile post in the direction of Chester, 60 feet of screen.
At 108 feet from the end of the last-named portion of screen, 60 feet of screen.
At 200 feet from the end of the last-named portion of screen, 60 feet of screen.
At 20 feet from the end of the last-named portion of screen, 521 feet of screen.
At 172 feet from the end of the last-named portion of screen, 73 feet of screen.
At 20 feet from the 12-mile stone in the direction of Coedtub, 90 feet of screen, in the direction of Chester.

Making a total of 864 feet of screen, which should be erected within six weeks from the issuing of their Lordships' certificate.

I have, &c.

The Secretary of the Railway Department, Board of Trade. GEO. WYNNE, *Lieut.-Col., Royal Engineers.*

SIR, *Secretary's Office, Chester, December* 31, 1855.

REFERRING to your communication of the 19th inst., which was laid before my Directors on Friday last, I have to inform you that orders have been given to this Company's Engineer to execute the works specified in Lieut.-Col. Wynne's report.

I am, &c.

Captain D. Galton, R.E., Secretary, Railway Department, Board of Trade. ROBT. MANSEL, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, January* 3, 1856.

WITH reference to your communication of the 27th November, relative to the erection of screens at a spot where the Pontblyddyn and Llandegla Turnpike Road runs close to the Chester and Holyhead Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of Lieut.-Col. Wynne, R.E., on the subject in question, and to inform you that the Company have signified to my Lords their intention of executing the works specified therein.

I am, &c.

J. Walker, Esq., Clerk to Trustees of Pontblyddyn and Llandegla Turnpike Road, Chester. DOUGLAS GALTON, *Captain, Royal Engineers.*

EASTERN COUNTIES RAILWAY.

Eastern Counties Railway (Condition of the Permanent Way.)

TO THE HONOURABLE THE COMMITTEE OF PRIVY COUNCIL FOR TRADE.

The Memorial of the Council of the Body Corporate of the City of Norwich—

SHOWETH,

THAT on the 7th day of December instant a Committee appointed by your Memorialists presented a Memorial to your Honourable Board, praying that you would cause an immediate investigation and inspection to be made of the Norfolk and Eastern Counties Railways between the City of Norwich and London, with a view to ascertain the actual state and condition thereof, in order to remove the existing apprehensions of danger on the part of the public.

Your Memorialists in furtherance of their said Memorial, represent to your Honourable Board, that such apprehension of danger is general, and that the said lines of railway are not believed to be in a secure and proper state by very large bodies of the citizens of Norwich, and the knowledge that such apprehension and dread of insecurity existed led the Corporation of the City of Norwich to order an inquiry into the matter.

Your Memorialists find from inquiry and evidence, that the permanent way of the said lines is in *very bad condition*, that the timber and sleepers on the road are greatly decayed, that many of the bridges are defective and in want of repair, and that travelling upon the said lines is disagreeable and *hazardous*.

That from fear of personal danger, numbers avoid travelling on the said lines, whilst persons, not in robust health, and females, cannot bear the shaking and jolting which the uneven state of the rails causes, and are thereby greatly inconvenienced.

That Mr. Simpson, one of the Directors of the Eastern Counties Railway Company, to whom, with others, it was referred to examine into and report on the state of the permanent way at the meeting of the share-

holders of the said Company, held on Friday last, declared that "things are in such a state, that not an hour must be lost, for the sake of the public safety, in supplying some defects, the nature of which it would be inconvenient at a public meeting like this to explain."

Your Memorialists fear that some accident may occur from an unsafe and insecure railway, and pray the interference of your Honourable Board for the protection of the public.

Given under our common or corporate seal at the Guildhall of the City of Norwich this twelfth day of December 1855.

(Seal) J. Godwin Johnson, *Mayor.*

Sir, *Hoddesdon, Herts, December* 12, 1855.

The late exposure of the affairs of the Eastern Counties Railway has, doubtless, come under your notice, but especially the bad state of the permanent way. With a multitude of others, I am a daily passenger on this line, and the continued jolting and oscillation of the carriages, particularly between London and Stratford, on which portion of the line is the heaviest wear and tear, is painfully sensible to every traveller, and a cause of much anxiety to many for *their personal safety*. I trust this subject is brought prominently before the Government, and the necessity of a continued inspection by some competent public officer for the protection of those whose avocations compel them to pass to and fro so constantly, and as at the late meeting the bad state of the permanent way was admitted, and also the want of means to repair *and pay dividends or interest to their creditors*, I trust means will be taken to compel the appropriation of the necessary funds, *in the first instance*, to ensure public safety.

Within ten days I have been twice considerably delayed by the breaking down of the engines conveying the trains, which also requires the proper inquiry and inspection.

I am, &c.

To Captain Galton, R. E., Secretary, Railway Department, Board of Trade. Mashfield Mason.

Sir, *Railway Department, Board of Trade, Whitehall, December* 15, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to refer to you the enclosed communications from the Council of the Corporation of Norwich and Mr. Mashfield Mason, complaining of the dangerous condition of the Eastern Counties and Norfolk lines of railway between Norwich and London, and to inform you that my Lords have appointed you, under the provisions of the Act 3 & 4 Vict. c. 97. s. 5, to inspect and report upon the condition of the lines in question.

I am, &c.

Douglas Galton,

Lieut.-Colonel Wynne, Royal Engineers. *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, December* 15, 1855.

The Lords of the Committee of Privy Council for Trade having received communications from the Corporation of Norwich and Mr. Mashfield Mason, copies of which are enclosed, complaining of the dangerous condition of the Eastern Counties and Norfolk lines of railway between Norwich and London, my Lords direct me to inform you that they have appointed Lieut.-Colonel Wynne, R.E., to inspect these lines of railway, under the provisions of the Act 3 & 4 Vict. c. 97. s. 5, and to report upon their condition to their Lordships; and I am to express the hope of their Lordships that the Eastern Counties Railway Company will afford to that officer full facilities for making this inspection.

I am, &c.

The Secretary of the Eastern Counties Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Extract from Minutes of the Permanent Way and Works Committee, of Thursday the 25th day of October 1855, left by the Deputy Chairman of the Eastern Counties Railway Company at the Board of Trade on the 17th December.

Resolved, That, viewing the report of the Engineer of this Company upon the probable danger that may arise from the condition of the wooden bridges in the Fen Districts, and generally on the line from Norwich, *viâ* Ely and Cambridge, to London, this Committee do earnestly recommend that the officers be instructed to prepare new Time Tables which shall insure until that line shall have been put into sufficient repair, that all the traffic possible be passed over the Eastern Union Line *viâ* Colchester to London.

Extract from Minutes of the Eastern Counties Railway Board, of Thursday the 13th day of December 1855.

Read letter from the Mayor of Norwich, urging the necessity of an express train between Yarmouth, Lowestoft, and Norwich (*viâ* Ipswich) and London; also read letter from the Coaching Superintendent thereon:—Resolved, that the Coaching Superintendent prepare a scheme to carry out the wishes of the Mayor and Council of Norwich, keeping in view the arranging of such times of departure as shall appear most convenient to the interests of other trains on the route; so soon as the Coaching Superintendent is prepared with the scheme, it is to be forwarded to the Secretary, who will submit the same to the Committee of consultation for consideration, without waiting for the next Board Meeting.

Sir, *Railway Department, Board of Trade, Whitehall, January* 5, 1856.

With reference to the Memorial addressed to the Lords of the Committee of Privy Council for Trade, by the Corporation of the City of Norwich, dated the 12th ultimo, alleging that the line of railway between London, Cambridge, and Norwich, is in a dangerous condition, and requesting their Lordships to cause the line to be inspected, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the officer appointed by them to inspect this portion of railway, together with a copy of the letter which my Lords have caused to be addressed to the Eastern Counties Railway Company upon the subject.

I am, &c.

Douglas Galton,

The Mayor of Norwich, &c. &c. &c. *Capain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, January* 5, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from Lieutenant Colonel Wynne, of his inspection of the Eastern Counties Railway between London, Cambridge, and Norwich.

My Lords direct me to request you to bring to the notice of the Directors that paragraph of the report which states, that in consequence of the decayed condition of the bridges on this railway, Lieutenant-Colonel Wynne is of opinion, that the public cannot travel thereon without incurring serious risk.

Appendix No. 2.

References under General Acts.

Eastern Counties Railway (Condition of the Permanent Way).

My Lords instruct me to point out that the Act 3 & 4 Vict. cap. 97, under the provisions of which they ordered the railway to be inspected, does not empower them to take any further steps in the matter; but they direct me to express their opinion, that under the circumstances stated in the report, it is necessary that the subject should receive the immediate and careful consideration of the Directors.

And my Lords will be glad to learn with as little delay as possible the views of the Directors as to the course they intend to pursue.

My Lords have caused a copy of this report to be forwarded to the Mayor and Corporation of Norwich, upon whose memorial the inspection was ordered.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Eastern Counties Railway Company.

(Enclosure.)

January 3, 1856.

Sir,

The Council of the Corporation of Norwich having addressed a memorial to the Lords of the Committee of Privy Council for Trade, praying for an investigation into the condition of the permanent way and bridges of the Eastern Counties and Norfolk line of Railway, about the safety of which they stated great apprehension to be entertained by persons travelling over the line, and their Lordships having instructed me by your letter of the 15th ultimo, to inspect and report upon the condition of those lines of railway, I have the honour to acquaint you, for the information of their Lordships, with the result of my inspection of that part of the permanent way of the Eastern Counties Railway lying between London and Norwich.

Having, in the first instance, travelled over the whole line from London to Norwich, stopping at a number of places on the way, and having taken a general survey of the permanent way and works, and given instructions for the road to be opened out in a number of places for my examination, I felt satisfied from what I then saw that a couple more days spent in minutely examining a certain number of the bridges and portions of the permanent way, on the several sections of the line, would, with the information I should be able to collect, enable me to form a correct opinion of the general condition of the whole.

The under bridges and viaducts on the line are mainly constructions of timber and of timber and wrought iron combined; they have in general three or more openings; their construction is of the simplest character, the piers and abutments are single rows of piles, carrying capsills, over which are laid the longitudinal timbers that span the openings and carry the rails; the piles, capsills, and longitudinal timbers are composed of whole balks, and where the openings do not exeeed twelve feet they are spanned by single timbers, but when above that width, the balks have been split down the centre, and a wrought iron plate, one inch in width and twelve in depth, inserted between the half timbers, and the whole bolted together; where the openings have been very wide or very oblique a second plate and another half timber have been added.

The under bridges and viaducts on the line between London and Norwich are very numerous. I examined a large number of them, and the condition in which I found all these, and the reports I received of the others, satisfy me that those I examined may be taken as a true sample of the whole.

I found them all in an *advanced state of decay* and general deterioration; the piles were deeply rotted between wind and water, or where they enter the ground, their heads decayed, and the parts exposed to the weather more or less gone, the capsills very much decayed, especially on their under sides, and in some instances crushed down on to the heads of the piles; the longitudinal timbers likewise were much decayed throughout their length, and greatly gone where they rest on the capsills; the planking of the superstructure of all was so rotten as to make it dangerous in many places to walk over them.

All the larger bridges that I examined appeared to have undergone repairs and to have been strengthened some years since, by having half timbers added to the longitudinal timbers, but whether these repairs were done with old materials or very inferior timber, the fact is that they are now the most decayed portion of the bridges.

Extensive reparations and renewals are at this present time in progress on the bridges and permanent way; in the former the piles are being fished, and the bearing timbers strutted, the magnitude of the works to be undertaken rendering an immediate renewal hardly possible over the whole extent of the line. Where these repairs have been or are being carefully and deliberately executed, by closing to the traffic one line of rails, so as to allow the extent of decay to be fully investigated and properly met, I have every confidence that they will be sufficient; this has been done at the Norwich end of the line, where the bridges are most numerous and in a very bad state, here one of the lines has been closed for some time; but in those bridges where the repairs have been done without stripping the superstructure, and rather as a temporary expedient than to meet the necessity of the case, I cannot feel the same confidence. Not only do all the bridges require to be strutted (the ends of the longitudinal timbers being in many instances decayed through half their thickness), but the extent of the decay requires to be fully ascertained, especially at all the bearing parts where the decay is always the greatest and the results to be apprehended the most serious; this cannot be satisfactorily done, at least in the large bridges, without relieving one half of the bridge from the traffic while it is undergoing examination.

The great deterioration these bridges have undergone from the ravages of decay and the consequent reduction of original strength, is a condition of things to cause the most serious apprehension, and until every bridge has undergone a careful overhauling in the manner I have suggested I am of opinion that the public cannot travel over the railway between London, Cambridge, and Norwich without incurring serious risk.

The result of my examination of the permanent way was to show that whilst vast numbers of old sleepers have been removed and replaced by new ones, evidenced by the great piles of old sleepers lying along the line in different places, and which were in a state of decay such as I have rarely met with, numbers yet remain in the line quite as much gone; although this is a matter of serious moment it is not so bad as that of the bridges, for the sleepers though much decayed have some soundness at the core, and the danger could be met for the time by maintaining a greatly reduced speed over the line. Should the permanent way not be renewed until after the reparation of the bridges is completed, it will be necessary for the public safety to prescribe limits to the speed of the trains. A large section of the line south of Cambridge I found wet and scantily ballasted.

I have, &c.
George Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the
Railway Department of the Board of Trade.

Eastern Counties Railway, Secretary's Office, Bishopsgate Station,
London, January 10, 1856.

Sir,

The Board of Directors of the Eastern Counties Railway Company have had under their anxious consideration, your letter of the 5th instant, enclosing, by order of the Lords of the Committee of the Privy Council for Trade copy of the report of Colonel Wynne, on the state of certain parts of the Eastern Counties Railway.

I am desired to state, for the information of their Lordships, that in October last a special committee of this Board was appointed to deliberate on the condition of the permanent way and works of the Eastern Counties lines, and to take such action thereon, as under the advice of their engineer, Mr. Bruff, might be thought necessary.

The Board have called the attention of their Engineer to the communication received from their Lordships, and the accompanying report from that officer will show generally the course which has been taken by him, both before and after the appointment of the special committee, and the plans proposed for the future, together with his views as to the safety of the line between London, Cambridge, and Norwich.

The Board feel that by the additional precautions suggested therein, and which they have ordered forthwith to be adopted, the public safety will be satisfactorily provided for.

The Board are gratified to find that Colonel Wynne agrees with their engineer, that weak or decayed timber structures may be temporarily made safe by additional struts and other appliances of new timber.

This strengthening of the timber structures, together with the introduction of new sleepers, and the general rectification of every deficiency, has been, and is being carried on with increasing energy and unsparing expenditure by a force of upwards of 1,000 men, foremen and superintendents, in addition to the ordinary establishment.

The Board concur fully in Colonel Wynne's opinion, that to make the larger timber structures permanently safe, they must be all carefully stripped and overhauled, which of course will require the removal of one of the lines of rails during the process.

This thorough restoration has been in progress for some months past, and will be continued with as much expedition as is practicable, and therefore the Board are prepared to meet the exigency of the circumstances to the full extent indicated by Colonel Wynne.

The Board trust that by these precautions, and by the skill and vigilance of their engineer and his staff, all danger will be averted and public confidence be fully restored.

I am, &c.

Captain Galton, R.E., &c. &c. J. B. Owen, *Secretary.*

(Enclosure.)

Eastern Counties Railway and the Board of Trade.

Sir, *Bishopsgate Station, January 9*, 1856.

I have carefully read and considered the report of Colonel Wynne upon the condition of the permanent way and wood bridges upon this Company's line between London, Cambridge, and Norwich, and however applicable his observations would have been some few months since, I am constrained to differ in opinion with him to a considerable extent as to their present condition, or the danger to be apprehended by the public in travelling thereon, and for the following reasons:—

1st. The wood bridges were carefully examined, tested, and classified soon after I became engineer of the Company, and those structures which exhibited the most serious decay and weakness were at once placed under reconstruction, and others less urgent were made temporarily secure until time permitted their renewal.

2d. A large force of foremen and workmen distributed throughout the line have been actively engaged under my direction for many months past in the reconstruction and reparation of the wood bridges, whose efforts must of necessity result in the daily improvement of their stability, and whose duty it is to guard the public safety to the utmost extent by a daily examination of every wood structure.

3d. The reduced weight and speed of passenger trains now adopted on the section of the line in question, and more particularly the greatly reduced speed at which they pass over those wooden structures at present under repair or which have not been permanently renewed.

4th. The greater weight of the goods and mineral trains which pass in rapid succession both day and night over the whole line, which act as continuous tests of the stability both of the permanent way and of the wood bridges, and may consequently be considered as affording a fair guarantee for the safe passage of the lighter passenger trains.

5th. The fact that no accident occurred when the way and works of the Company were in a far less satisfactory condition than at present, and in the absence of those precautionary measures and limits of speed which now exist.

Absolute safety I need hardly observe can be secured upon no line, however new or perfect it may be in all its parts; and upon the Eastern Counties, London, Cambridge, and Norwich line, I see no reasonable grounds to doubt, with a continuance of the present efforts to maintain and improve its condition, and of those further precautionary measures herein referred to, that the public may travel as safely as upon the generality of lines under ordinary circumstances, and I would beg to observe, in reference to this opinion, that I can have no object other than giving you correct information, seeing that it fell to my duty first to call the attention of the Board of Directors to the dilapidated condition of your way and works almost immediately after my appointment since which time, with the cognizance of yourself, colleagues, and shareholders, I have been actively employed, in effecting their restoration.

In conclusion, I have to recommend that in deference to the expressed opinion of Colonel Wynne to the Board of Trade, and to allay apprehension in the public mind, the rate of speed of all passenger trains between London, Cambridge, and Norwich be for a time still further reduced; that a safety travelling inspector be appointed to travel upon the engine with every passenger train between those points, to enforce strictly the Company's regulations, and notwithstanding the unfavourable period of the year for extended operations, that a considerable increase should be made to our present means with the view of expediting repairs and facilitating the progress of re-construction.

I am, &c.

To the Chairman of the Way and Works Committee. Peter Bruff, *Engineer.*

My Lords, *Guildhall, Norwich, January 7*, 1856.

I have to acknowledge the receipt of a copy of the report of Lieut.-Colonel Wynne, R.E., the officer appointed by your Lordships upon the memorial from this Corporation to inspect the line of railway between London, Cambridge, and Norwich, which report I have thought it my duty to make public for the information of my fellow citizens.

In the name of the council of this city, I have to thank your Lordships for your prompt attention to the prayer of their memorial.

It is much to be desired that the inspection should be extended to the line of railway between this city and Yarmouth and Lowestoft, as considerable doubts are also entertained in reference to the safety of the last-mentioned lines, and if your Lordships would please to order such inspection to be made it would tend to allay the general apprehension.

I have, &c.

The Lords Commissioners of Privy Council for Trade. J. Godwin Johnson, *Mayor.*

Sir, *Railway Department, Board of Trade, Whitehall, January 10*, 1856.

With reference to your letter of the 7th instant, acknowledging the receipt of the copy of Lieut.-Colonel Wynne's report of his inspection of the Eastern Counties Railway, and requesting that that part of the Eastern Counties Railway which lies between Norwich, Yarmouth, and Lowestoft may be inspected by an officer of this department, as considerable doubts are entertained as to its safety for public traffic,

Appendix No. 2.

References under General Acts.

Eastern Counties Railway (Condition of the Permanent Way).

my Lords request to be informed upon what grounds you have reason for supposing that the line of railway in question is in a dangerous state.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Worshipful
The Mayor of Norwich.

Town Clerk's Office, Cambridge, January 15, 1856.

Sir,

I am instructed by the Mayor and Council of this Borough to forward to you, on behalf of the Board of Trade, the accompanying report and resolutions, and to request you to be good enough to direct the particular attention of the Board to the second resolution.

I am, &c.
C. H. Cooper, *Town Clerk.*

Captain Galton, Royal Engineers.

(Enclosure.)

To the Council of the Borough of Cambridge.

The Committee appointed to consider and report upon matters affecting Railway accommodation, beg to report as follows:—

The publication of Lieutenant-Colonel Wynne's report to the Board of Trade respecting the state of the under bridges and viaducts on the Eastern Counties Line between London, Cambridge, and Norwich, (which in his opinion cannot be used by the public without serious risk,) has, as might have been expected, occasioned considerable alarm.

It appears that the existing laws by which railways are regulated are so exceedingly defective that the remedy for this melancholy state of things rests entirely with those by whose neglect of a paramount duty it has been occasioned; and although your committee are informed that the directors of the Company have adopted measures to put the line in a state of efficient repair, yet your Committee are of opinion that such repair will be facilitated, and the public alarm in a great degree mitigated, by the temporary transfer of all the traffic between this town and London to the line through Hitchin.

Your committee have no reason to believe that other lines belonging to the Eastern Counties Company are in a more efficient state of repair than that to which Lieutenant-Colonel Wynne's report relates, and they therefore suggest for your consideration the propriety of requesting the board of Trade to cause surveys at once to be made of the other Eastern Counties Lines, especially those from Ely to Peterborough, Ely to Lynn, Cambridge to Wisbech, and St. Ives to Huntingdon. As respects the railway between Cambridge and St. Ives, the attention of the Board of Trade might with propriety be called to the extraordinary circumstance that one line of rails has been taken up since it was opened for traffic.

Your committee wish to advert to the painful controversy now going on with respect to the management of the affairs of the Eastern Counties Railway Company, merely for the purpose of expressing their regret that throughout that controversy undue stress has been laid on the pecuniary interests of the proprietary, the superior interests of the public at large being either altogether overlooked, or occupying merely a subordinate share of consideration.

As with few exceptions all the carrying trade of the district is now necessarily carried on by means of railways, your committee cannot think the public interests sufficiently protected by the existing legislation on the subject. Your committee propose on a future occasion to report more fully on this matter. In the meantime they desire to call your attention to the following defects in the existing law:—

1. The controlling powers of the Board of Trade are not sufficiently extensive.
2. No adequate provision is made for cheap and summary redress for unnecessary delay, overcharges, or neglect to keep the railway and works and rolling stock in an efficient state.
3. The management of the railway and its traffic is exclusively entrusted to persons elected by the shareholders, the counties and principal towns interested in the railway being entirely unrepresented.

There are also grievances to some extent peculiar to the Eastern Counties lines, such as the high fares (exceeding in some cases, as your committee believe, the tariff sanctioned by Parliament), and the very defective and inconvenient arrangements at the Cambridge station.

Your committee are well aware of the great weight of what is termed the railway interest in the House of Commons; but it appears to your committee that this might be effectually counteracted by vigorous and united action on the part of the various municipal bodies, animated solely by regard to public interests.

It appears to your committee that the Corporation of Norwich are well entitled to the thanks of the public for directing the attention of the Board of Trade to the perilous state of the Eastern Counties Railway between that city, Cambridge, and London,

William Ekin, *Mayor*,
Joseph Wentworth.
A. G. Brimley.
Hy. Hemington Harris.
Patrick Beales.

Guildhall, Cambridge, 14th January 1856.

Borough of Cambridge:

A Council holden at the Guildhall there, on Tuesday the 15th day of January 1856:

William Ekin, Esq., Mayor.

Resolved—

1. That it appearing by a report of Lieutenant-Colonel Wynne to the Board of Trade respecting the state of the Eastern Counties Railway between London, Cambridge, and Norwich, that the same cannot be used by the public without serious risk, this Council are glad to find that the Directors of the Company are impressed with the importance of taking immediate measures to put the permanent way in a state of thorough repair; and it appears to this Council that to facilitate such repair, and to allay the alarm which naturally exists on the subject, the directors ought forthwith to make all necessary arrangements for the temporary diversion of the traffic between London and Cambridge to the line through Hitchin.
2. That the Board of Trade be respectfully requested to cause surveys to be immediately made of the other lines of railway belonging to or worked by the Eastern Counties Company, especially the lines Ely to Peterborough, Ely to Lynn, Cambridge to Wisbech, and St. Ives to Huntingdon; and that the attention of the Board be especially called to the circumstance that on the railway from Cambridge to St. Ives, one line of rails has been taken up since it was opened for traffic, although the Act for the construction of the railway was obtained for a double line.
3. That in the opinion of the Council the powers now possessed by the Board of Trade are not sufficient for the protection of the public; and that in other respects the existing laws relating to railways require material amendment.
4. That the thanks of the Council be given to the Corporation of Norwich for having called the attention of the Board of Trade to the perilous state of the railway between that city, Cambridge, and London.
5. That the thanks of the Council be given to Mr. Mayor for having convened the Council on this important occasion, and for his able and impartial conduct in the chair.
6. That the report from the railway accommodation committee and these resolutions be printed; and that copies be sent to the Board of Trade, the Secretaries of the Eastern Counties and Great Northern Railway Companies, the Mayors and Town Clerks of the several Corporations, and the Commissioners and Boards of Health of the other towns in the Eastern Counties district.

C. H. Cooper, *Town Clerk.*

Sir,

Railway Department, Board of Trade, Whitehall, January 18, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant, enclosing a copy of a report of a committee of the Town Council of Cambridge, together with a copy of resolutions passed by the council with reference to the condition of those portions of the Eastern Counties Railway which were not included in Lieutenant-Colonel Wynne's late inspection.

My Lords direct me to observe that they ordered the inspection of the railway between London, Cambridge, and Norwich, upon a specific statement from the Corporation of Norwich that danger was apprehended in consequence of the decayed condition of the bridges and sleepers on that line, but that in the documents transmitted by you the Town Council do not allege any distinct reason of this nature for the inspection which they request, and only state that "They have no reason to believe that the other lines belonging to the "Eastern Counties Railway Company are in a more efficient state of repair than that to which Lieutenant-"Colonel Wynne's report relates."

Under these circumstances my Lords must decline to order an inspection of the portions of railway referred to by the Town Council, except as regards the portion between Cambridge and St. Ives, where a double line is alleged to have been altered into a single line. This alteration having been made since the opening of the line, and without the knowledge of this department, my Lords have appointed Lieutenant-Colonel Wynne to inspect and report thereon.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

C. H. Cooper, Esq., Town Clerk, Cambridge.

SIR, *Railway Department, Board of Trade, Whitehall, January* 18, 1856.

THE Lords of the Committee of Privy Council for Trade having received a communication from the Town Council of Cambridge, stating that the line of railway between Cambridge and St. Ives has been converted from a double line to a single since it was inspected by an officer of this department, they therefore direct that you should inspect this line and report upon its condition, and whether the traffic is worked over it in a safe manner.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

Lieutenant-Colonel Wynne, Royal Engineers.

SIR, *Railway Department, Board of Trade, Whitehall, January* 19, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a communication from the Town Council of Cambridge in which it is stated that the railway between Cambridge and St. Ives has been altered from a double to a single line since the railway was opened for public traffic.

My Lords instruct me to state, that under the provisions of the Act 3 & 4 Vict. cap. 97, they have appointed Lieutenant-Colonel Wynne to inspect the line in question, and report thereon.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the Eastern Counties Railway Company.

SIR, *Railway Department, Board of Trade, Whitehall, February* 1, 1856.

WITH reference to the application addressed to the Lords of the Committee of Privy Council for Trade, by the Mayor and Town Council of the Borough of Cambridge, dated the 15th ultimo, requesting my Lords to cause the portion of the Eastern Counties Railway between Cambridge and St. Ives to be inspected, I am directed by their Lordships to transmit to you the enclosed copy of the report which they have received from Lieutenant-Colonel Wynne, the officer appointed by them to inspect this portion of railway, together with a copy of the letter which my Lords have caused to be addressed to the Eastern Counties Railway Company on the subject.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

C. H. Cooper, Esq., Town Clerk, Cambridge.

SIR, *Railway Department, Board of Trade, Whitehall, February* 1, 1856.

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report upon the condition and manner of working the Cambridge and St. Ives Railway, made by Lieutenant-Colonel Wynne, R.E., the officer appointed by their Lordships, upon the application of the Mayor and Town Council of Cambridge, to inspect that line under the provisions of the 5th section of the Act 3 & 4 Vict. cap. 97.

It would appear from this report, that the Eastern Counties Railway Company after having applied for the Cambridge and St. Ives Railway to be inspected as a double line, under the provisions of the Act 5 & 6 Vict. cap. 55, and after having opened it as a double line, have subsequently caused one of the lines of rails to be removed.

It would further appear, that the system of working which the Company have adopted upon this single line, is, in Lieutenant-Colonel Wynne's opinion, calculated to give just cause of anxiety to those travelling over it.

By thus converting a double into a single line, the Company have precluded my Lords from making any stipulations as to the mode in which the traffic shall be worked, in order to ensure the public safety; and my Lords have not now any power to interfere in the matter; but if any accident should occur in consequence of this conversion, a very serious responsibility will rest on the Directors.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the Eastern Counties Railway Company.

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, January* 28, 1856.

YOUR letter of the 18th instant having conveyed to me the directions of the Lords of the Committee of Privy Council for Trade, to inspect the line of railway between Cambridge and St. Ives, and report upon its condition, and whether the traffic is worked over it in a safe manner, I have to acquaint you that I have complied with their Lordships' instructions, and I have, at the same time, the honour to submit for their Lordships' information the following report on the line, and the working of the traffic.

The statement of the Town Council of Cambridge is quite correct, that this railway has been converted from a double to a single line since it was inspected by an officer of the Board of Trade. The line which remains I found to be sufficiently ballasted, and the ballast to be of a good description, and the general condition of the permanent way good. The state of the sleepers indicated that the term of their duration was fast approaching, and that to maintain the line in an efficient state of repair, a considerable infusion of new sleepers would soon be required. With regard to the bridges under the line, which are all of timber, and of the same construction as those on the main line, I found that in all of them there was a considerable amount of decay, but that their strength was not as yet impaired to an extent to cause alarm. At the same time, it is evident that to some of these very extensive repairs will be necessary, which I think the interests of the Company, as well as those of the public, require should not long be delayed; the same remark will apply to the renewals of the permanent way,

I enclose a copy of the regulations for working the traffic over the single line of rails, which I venture to say are such as would not meet the approval of their Lordships, were the line to be opened as a single line under their sanction. The electric telegraph is in existence on the line, and communicates with every station, at each of which there is a person who can work the instrument, and there is nothing therefore to prevent the establishment of a simple and effective code of telegraph signals between each station in connection with the trains as they pass them. The system at present in existence I consider to be vague and not sufficiently restrictive; a staff time table with fixed passing places for trains travelling in opposite directions is published, and in the possession of each person employed on the line, but an arbitrary power appears to be given to each station master to alter the passing stations, and there is no restriction as to special trains. I cannot but consider, therefore, that there is much danger in the system adopted, and it is at variance with anything that their Lordships have hitherto assented to, in giving their sanction to single lines—and a line worked in this manner is calculated to give just cause of anxiety to those travelling over it.

The economy which prompted the conversion of a double line of railway into a single line, on a branch over which a large goods traffic passes from the north, and which subjects it and the passenger traffic to the dangers and delays which must arise in passing from a double to a single line, merely for the sake of the value of the half-worn materials and ballast, must be considered an economy of a very questionable character, and unworthy of a great Company; their Lordships may probably view it as a breach of faith on the part of the

Appendix No. 2.

References under General Acts.

Eastern Counties Railway (Condition of the Permanent Way).

Company, they having obtained their Lordships' sanction to open a railway with a double line, and afterwards, without any intimation to them, having converted it into a single line, and thereby avoided the restrictions which it is well known their Lordships stipulate should be observed in working the traffic over single lines, to secure the public from the danger of collision from trains proceeding in contrary directions. I would also notice another objectionable piece of economy, in the removal of the bells which were formerly attached to the telegraph instruments, and which are of much importance in single lines.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

Geo. Wynne, *Lieut.-Col., Royal Engineers.*

(Enclosed in Col. Wynne's Report.)

Dear Sir, *Outdoor Superintendent's Office, Bishopsgate Station, January* 25, 1856.

In obedience to the Board Minute of yesterday, I beg to hand you particulars of our plan of working the single line between Cambridge and St. Ives, for the information of the Government Inspector.

I am, &c.

J. B. Owen, Esq.

J. S. Lain.

Single Line, Cambridge to St. Ives.

All trains (but special trains) are entered in a book called the staff time book, a copy of which is in the possession of each person employed on the line, and in which the passing stations of trains travelling in opposite directions are indicated by a mark. In addition to this, each engineman, before leaving Cambridge or St. Ives, receives a written order from the station-master, stating how far he is to proceed, and should he have to pass or be passed on the journey, between these two points, he would obtain a second written order from the station-master at the passing station.

In cases of irregularity, where the passing station has to be changed, arrangements are made by telegraph, but the passing place can only be changed by a telegraphic order being obtained from the station at which it is intended for the train so sent on, to pass the one coming from the opposite direction. The guards and enginemen read this order before it is acted upon.

Special trains have their transit arranged by telegraph message, which states the number of the engine on such line; the drivers also receive a written authority before they start.

J. S. Lain.

My Lords, *Guildhall, Norwich, January* 30, 1856.

In compliance with your Lordships request, as communicated in the letter of Captain Douglas Galton, R.E., of the 21st January instant, I have to inform you that the facts within the knowledge of the Railway Inquiry Committee of this Corporation, touching the state of the railway between Norwich and Yarmouth and Lowestoft, referred to in my previous communication, are—

1st. That the whole of the piles of the two bridges over the river Yare at Thorpe are more or less in a state of decay, and some of them very far gone indeed. That about two years since the tops of some of the piles were cut off and the capsills removed; that larger double capsills were substituted, thereby contracting the centre opening of the lower bridge, which has proved a very great hindrance to the navigation, and that notwithstanding such repairs the piles, nominally fourteen inches square, are between wind and water so decayed as to have only about six square inches of sound timber.

2d. That the whole of the timbers of two occupation bridges on Thorpe Common are in a state of decay.

3rd. That the timber girders of the bridge over the road at Postwick are much decayed, one of them has been lately supported by understrutting; the portions of the longitudinals beyond the piers on either side are also much decayed, and supported by strutting, which is likewise in a state of decay.

4th. That all the pile-work and timber of the other bridges at and near Thorpe are in a state of great decay.

The above facts were ascertained by the Town Council upon an inspection ordered by them in reference to the obstruction to the navigation before mentioned.

Had it been within the power of this council to have ordered a more extended examination, they believe from the nature of the complaints made, that the other piles and bridge work on the line between this city and Yarmouth, and Lowestoft, are in many places in a similar unsatisfactory and dangerous state.

I have, &c.

To the Lords Commissioners of the Privy Council for Trade.

J. Godwin Johnson, *Mayor.*

Sir, *Railway Department, Board of Trade, Whitehall, February* 1, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to refer to you the enclosed communication from the Mayor of Norwich complaining of the dangerous condition of the Eastern Counties Railway between Norwich and Yarmouth and Lowestoft, and to inform you that my Lords have appointed you, under the provisions of the Act 3 & 4 Vict. c. 97, s. 5, to inspect and report upon the state of the lines in question.

I have, &c.

Douglas Galton,

Lieut.-Col. Wynne, Royal Engineers.

Captain, Royal Engineers.

Sir, *Railway Department. Bard of Trade, Whitehall, February* 1, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 30th ultimo, stating facts which have come to the knowledge of the Railway Inquiry Committee of the Corporation of Norwich as to the unsafe condition of the portions of the Eastern Counties Railway between Norwich and Yarmouth and Lowestoft, and to inform you that my Lords have appointed Lieutenant-Colonel Wynne, R.E., to inspect and report upon the condition of the lines in question.

I am, &c.

Douglas Galton,

The Mayor of Norwich.

Captain, Royal Engineers.

Sir, *Railway Department, Board of Trade, Whitehall, February* 1, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a communication which they have received from the Mayor of Norwich, complaining of the dangerous condition of the portions of the Eastern Counties Railway between Norwich and Yarmouth and Lowestoft, and to inform you that on consideration of the facts stated in that communication, my Lords have appointed Lieut.-Colonel Wynne, R. E., under the provisions of the Act 3 & 4 Vict. c. 97, s. 5, to inspect and report upon the state of the lines in question.

I am, &c.

The Secretary of the Eastern Counties Railway Company.

Douglas Galton, *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, February* 26, 1856.

With reference to your letter of the 30th ultimo, stating that the lines of railway between Norwich and Yarmouth and Lowestoft, were in a dangerous condition, and requesting that those lines might be inspected, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy

of the report which they have received from the officer appointed by them to inspect the lines in question, together with a copy of the letter which their Lordships have caused to be addressed to the Eastern Counties Railway Company upon the subject.

I am, &c.

The Mayor of Norwich. Douglas Galton,
Captain, Royal Engineers.

Sir, *Railway Department, Board of Trade, Whitehall, February 26, 1856.*

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report they have received from Lieut.-Colonel Wynne, R. E., of his inspection of the lines of railway between Norwich and Yarmouth and Lowestoft.

It appears from this report that many of the bridges on the line are in an advanced state of decay, that the repairs which are being made are only calculated to render their structure temporarily safe, and that a very large outlay will be required, at an early period, to place the line in a permanently safe condition.

My Lords having ordered this inspection of the line, under the Act 3 & 4 Vict. c. 97, and having communicated their Inspecting Officer's report to the Company, have no further power to interfere in the matter.

But they trust that the Directors of the Company will, without delay, take steps to strengthen the line in a permanently efficient manner, instead of continuing to pursue that system of temporary repair which can only stave off the danger for a short time, and must prove more costly in the end.

I am, &c.

The Secretary of the Eastern Counties Railway Company. Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, February 21, 1856.*

The Lords of the Committee of Privy Council for Trade having, on the complaint of the Mayor of Norwich, that the Yarmouth and Lowestoft Branches of the Eastern Counties Railway were in a dangerous condition, directed me to inquire into the condition of these branches, I have the honour to acquaint you that I have made an inspection of the Yarmouth and Lowestoft Branches, and I have now to submit for their Lordships information the following report.

Before entering on the condition of the line, I think it necessary to make a few preliminary observations.

In the construction of timber bridges, when the span does not exceed 12 feet, a simple beam of 12 inches by 12 inches thrown across the opening, has invariably been considered in railway engineering as offering sufficient strength for any load that can in practice be brought over it; this load may amount to five or six tons on the centre, and this is about the weight which the best authorities we have give, that can be placed upon a beam of this size without its sustaining permanent injury; the experiments from which this result has been obtained were made on specimens of well-seasoned timber in a perfect state of preservation; in reporting therefore upon a new timber structure, it can be stated with almost perfect certainty whether or not the structure is of sufficient strength; there are, however, no data for the engineer to go on with regard to structures in which the most important bearing parts are in an advanced state of decay; it is true that engineers have on some badly maintained lines the experience of structures considerably decayed still supporting the passing loads, but we have no instance of their profiting by such experience to lessen the cost of new constructions, by reducing the scantlings of the timbers they have been accustomed to employ, and that for the simple reason that it would not be safe to do so. In wooden structures, the strength of the timbers exposed to the vicissitudes of weather must be yearly deteriorated; this undoubtedly renders necessary an excess of strength in the original constructions, and it will be a question (which must rest with every man's judgment) how far this deterioration can with safety be permitted to extend.

I commenced my inspection at the terminus at Lowestoft, from thence to the first station at Somerleyton; the line lies very low, and over great part has been subjected to be flooded; the whole of the line thus liable to floods has been raised above the flood lines and new sleepers introduced; the ones removed are utterly decayed; in those parts where the line has not been raised and where the reballasting has not been completed, numbers of these rotten sleepers still remain, and their presence must be a source of insecurity. There are many 12 feet openings on the line, which are spanned by timber beams of the scantling of 12 in. × 12 in. These are in most instances deeply decayed, especially where their ends rest in the ballast; a great number of these have been strutted in the ordinary way, and the bearings being thus reduced one third, the *presumption* in my mind is, that the bridges so treated have been *temporarily* rendered safe, in so far as one may hazard an opinion on an unsound piece of timber in which the extent of the decay cannot fully have been investigated, and the reasoning on which it is founded is much the same as that of the person who ventures over a suspicious piece of ice, because he has just before seen it bear a much greater weight. Those bridges which have not been strutted or otherwise repaired must be considered imminently insecure.

At the Somerleyton station the first large timber viaduct occurs; it carries the railway over the line of navigation between Norwich and Lowestoft, and has a swing bridge in the centre; it is of great length; it consists of piers of piles, each composed of four piles diagonally braced, which carry a capsill on which the longitudinal timbers rest; as the bays average twenty-five feet in width, the longitudinal timbers, which are single, are strutted in the ordinary manner. I found the piles, braces, capsills, longitudinal timbers, struts, and the groundsills on which the latter abut, in a dangerous state of decay; extensive repairs were in progress and nearly completed, viz., the longitudinal timbers, which were greatly gone at their ends, had additional support given them by a six-inch piece spiked on to the capsill supported by similar pieces planted on to the piles, and additional strutting and straining pieces were placed under the longitudinal timbers. The opinion I entertain of these repairs as a temporary measure, is in every respect the same as that which I have just expressed with regard to the smaller bridges.

The next structure of importance on the line is the Reedham viaduct over the same navigation (the Norwich and Lowestoft); it is about 300 feet in length, and the construction and spans are very similar to that of the Somerleyton viaduct. I found the Reedham viaduct in a still more advanced state of decay; the measures taken here are precisely the same as in the Somerleyton viaduct, and as far as one can venture an opinion where rotten timbers are concerned, and in which the extent of decay can only have been partially ascertained, the presumption still in my mind is, that for the present the structure is safe.

Shortly after passing the Reedham viaduct the Lowestoft branch falls into the Yarmouth branch; from this junction, proceeding towards Yarmouth, I found the line as far as the Burney Arms in good repair, the line had been re-ballasted, old sleepers removed, and many of the bridges (which are mostly twelve feet openings) had new tops and the others were strutted. As the opening out of the line allowed an examination of the timbers, I have no reason to doubt the assurance of the engineer that the bridges in this part of the branch have been thoroughly examined and made secure, but the waters were so high throughout this part of the line that only a very limited inspection of the bridges could be made.

From the Burney Arms to Yarmouth the permanent way is in a bad state: the ballast worn out and deficient, the sleepers rotten, and the bridges in a very decayed condition, and the whole consequently in a very insecure state.

Between Reedham and Norwich there are, I think, nine or ten small bridges and three large ones; of the smaller ones all have been or are being strengthened. Some few have had new tops put to them, but generally they have been strutted in the ordinary way, I have no other opinion to give of these than that which I have already expressed further back with reference to similar repairs.

Appendix No. 2.

References under General Acts.

Eastern Counties Railway (Condition of the Permanent Way).

The first of the large bridges is a viaduct over what is known as Sir William Beecham's navigation. It is a structure of considerable magnitude; the timbers of which it was originally constructed, and on which, until now, it depended, are in a state of utter rottenness. It is no exaggeration to say, that in many parts these timbers could be dug out with a spade like garden mould, and it is a matter of astonishment how a structure, in such a state, was able to bear the loads that continually passed over it. One might be tempted from a consideration of what it *has* borne, to argue that those bridges which I have already described and reported doubtingly of, many of which were good in comparison of this one, might be considered as perfectly safe; but this would be a very unsound view to take of the subject. Any director or officer of the Company responsible for the stability of the line, and cognizant of the state in which this viaduct was, must have felt very uncomfortably circumstanced while it existed in the condition it was in some short time since.

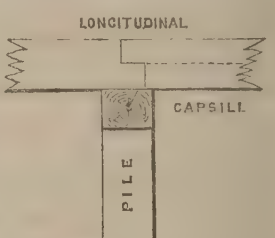
When I inspected it, the repairs it was undergoing were nearly completed, and I am able to report they are such as fully to meet the urgency of the case, and to place the structure in perfect security. This has been done by planting 6-inch timbers on each side of the old timbers, the longitudinal timbers being replaced by new ones; there is, therefore, quite as much timber in the repairs as was used in the original construction of the bridge, with the exception of the part of the piles underground. The ultimate durability of these repairs will, doubtless, be materially affected by their contact with the decayed timbers.

The next large bridge is the Thorpe viaduct, consisting of 18 openings. This structure has all the appearance of being new, and I was informed that it was renewed about two years since. The upper part of this bridge, consisting of the capsills and longitudinal timbers, is quite sound, but a close examination of the piles and braces showed them to be in an advanced state of decay. This was accounted for by my being informed that they were renewals made with old timbers—indeed, some of the piles bear the marks of being converted from other purposes—while the longitudinals and capsills were of new timber. The decay, I am of opinion, has not yet reached an extent to be dangerous, but its progress appears to be so rapid that it is impossible to say how soon it may become so.

In a structure which must have involved so large an outlay, and in which the labour alone must have formed a large item, it is difficult to understand on what principle old or inferior timber could have been mixed up with that which was new and of good quality, more especially that it should be introduced into those parts of the structure which were least capable of renewal; the consequences certainly will be, that within a very short time this viaduct will have to undergo a very costly repair to maintain it in a safe condition.

There is another large viaduct close to the Thorpe viaduct, which is known as Thorpe viaduct No. 2. The particulars and circumstances of the latter structure are in all respects exactly similar to those of No 1, and it therefore requires no further observation from me.

There is a mode of construction adopted in all these large viaducts of so objectionable a character that I think it right to notice it; instead of joining the longitudinal timbers with a vertical scarf, as every experienced carpenter would do, the timbers have been halved together over the capsill, and in many instances the lower half of one of the timbers left with a bearing of less than two inches on the capsill. The obvious consequence of this is, that when the edge of the capsill decays, and it is naturally the first part to go, the bearing strength of the timber is at once reduced one half.



This mode of construction being permitted, it may be inferred that when the original structures were built a very inadequate superintendence was exercised over the contractor, who was allowed to put in as bad timber as workmanship.

The Yarmouth Branch was opened in 1844, and the Lowestoft Branch in 1847; if the timber used in the bridges on these branches had been of first quality, they could have hardly in the interval that has elapsed fallen into the state of utter decay which they have done, and if wood has no greater durability than is now exhibited it can hardly be considered a safe material for railway structures.

Although I have expressed an opinion that the repairs which have been made to the viaducts offer a presumption that a temporary security has been attained, a most important consideration remains, how long can these temporary expedients be depended upon? The progress of decay in timbers so far gone as they are in all the bridges, is so rapid, that by the time all the bridges on some 400 or 500 miles of railway have been temporarily secured, it will be time to go over them all again, and there is doubtless a limit to the extent to which these decayed structures are susceptible of repair. At one of the smaller bridges on the Yarmouth Branch, which had just had the top renewed, I examined one of the longitudinal timbers which had been removed; it had been cut across in two places, and in both places there was hardly a piece of thoroughly sound wood to be discovered. It can hardly be doubted, that in many of the bridges there are pieces of timber quite as bad as this piece. And I would ask, what dependence can be placed upon wood in this condition, or even if it be strutted, how long will it last?

The traffic is so considerable on the Yarmouth Branch, that on the parts of it which are single, the workmen cannot do anything to the bridges, except on Sundays; considering the condition of the line, this in my opinion is too slow a process, a great and general repair of the bridges throughout the whole Eastern Counties' system ought to be undertaken, and a great expenditure will be necessary; the system of temporary repairs is only staving off the evil day and incurring expense without affording much confidence. To carry into effect extensive renewals, it may be necessary, when the line is single, that the rails should be slewed at the bridges, and passed over temporary structures, and when the line is double, one half of the bridge should be closed to the traffic. A false economy has brought the line into a state of deterioration unparalleled in the country, and more energetic measures are necessary adequately to restore the line to a proper state of efficiency. Any one who has had an opportunity of examining the structures, which till now have safely carried the traffic, must marvel how they have done so, and almost question the necessity of making timber bridges strong.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col., Royal Engineers.

Minute of the Town Council of Norwich, forwarded to the Board of Trade by the Mayor of Norwich.

At a Meeting of the Railway Inquiry Committee of the Council of the Body Corporate of the Mayor, Aldermen, and Citizens of the City of Nowich, held on the 29th day of February 1856.

Resolved,—That the Mayor, assisted by the Town Clerk, attend the Railway Department of the Board of Trade, to call attention to the Reports of Colonel Wynne, the inspecting engineer, as to the condition of the Eastern Counties lines, and request the Board of Trade to take measures for introducing a bill into Parliament giving to the Government power to enforce the immediate reparation of existing lines of railway where dangerous or defective, and to prevent an occurrence of these evils in lines hereafter to be constructed.

J. Godwin Johnson, *Mayor.*

Eastern Counties Railway, Secretary's Office, Bishopsgate Station, London, March 10, 1856.

Sir,

With reference to your letter of the 26th ult., enclosing copy of Lieut.-Col. Wynne's report of his inspection of the line of railway between Norwich, Yarmouth, and Lowestoft, I am instructed to forward you copy of a letter addressed to the Chairman and Directors from the Company's engineer, by which you

will perceive that every exertion is being made, and that no expense spared in placing the line in a perfect state of repair.

I am, &c.

Captain Galton, R.E., Board of Trade. J. Owen, *Secretary.*

(Enclosure.)

Gentlemen, *Engineer's Office, Bishopsgate Station, March* 8, 1856.

Eastern Counties Railway (Condition of the Permanent Way).

I have received from the Secretary a copy of Colonel Wynne's report to the Board of Trade of his examination into the condition of these lines, and from a careful perusal thereof am unable to discover that any defects are pointed out which the Company are not remedying, or source of danger suggested which has not been guarded against by every reasonable precaution. This report being in fact a continuation of a document of similar character issued some time since by the Board of Trade upon the condition of other portions of the Company's lines, it will, I have no doubt, be satisfactory to you to be assured that no relaxation whatever has been permitted upon the lines under consideration, of those precautionary measures which have hitherto sufficed to prevent accidents, and I see no reason to doubt that their continued observance will be attended with the same satisfactory result. These precautionary measures may be briefly stated as providing for a continuous and rigid supervision of all wood bridges which have not been rebuilt, and of every portion of the permanent way which has not been permanently repaired.

This has been effected by the employment of a large number of foremen and workmen distributed throughout the line, whose duty it has been to make a daily examination of every wood structure, and to strengthen and maintain the same in a secure state until time permitted its reconstruction. The reduction also which has taken place in the weight and velocity of trains passing over these wood structures, must be taken as a great element of safety; but looking to the fact that no accident occurred prior to or since the precautionary measures herein referred to were first adopted, I think it but reasonable to infer that, while the worst of the timber bridges and portions of the permanent way have been renewed, and every other portion of the Company's works made more secure than formerly, the safety of the public has not been neglected. I would again repeat that no efforts or expense are being spared by the Company to guard the public from danger, or in putting their works into the best condition; indeed this is evidenced by Colonel Wynne's report, for the temporary repairs to bridges, which he refers to so strongly, are in fact but precautionary measures adopted as preventatives against accident until more permanent reconstruction can be undertaken, and which following these repairs as rapidly as possible, justify me in stating that while the public safety has been a source of great solicitude to the Company, the measures taken have been most judicious and altogether regardless of cost, which could have been resorted to for securing that most important object.

I remain, &c.

To the Chairman and Directors of the Eastern Counties Railway Company. Peter Bruff.

LEEDS, BRADFORD, AND HALIFAX JUNCTION RAILWAY.

(EXTENSION FROM GILDERSOME TO ARDSLEY.)

Leeds, Bradford, and Halifax Junction Railway (Alteration of Gradients).

Sir, 33, *Great George Street, Westminster, October* 13, 1855.

The Company is constructing the Gildersome branch of this railway, and is purchasing the land, and proceeding to construct the extension of that branch to Ardsley, and I wish to make a small alteration in the levels of the proposed extension, to do which requires the certificate of the Board of Trade.

I send herewith a copy of the Parliamentary plan and sections, and have shown in red, on sheet No. 2, the proposed alteration of levels.

The object of the alteration is to obtain a piece of horizontal line at the point in question, on which to construct a station and sidings, which will be extensively used by coal trains, and it is submitted, therefore, that the change is a desirable one to make. The small portion of 1 in 70 that is introduced is a continuation to that extent only of the gradient of 1 in 70 authorized by Parliament, and shown upon page 3, upon which I have also shown, in red lines, the extent to which the gradient of 1 in 70 will be lengthened, to enable the alteration to be better understood.

If there be no objection to the proposed change, I shall feel obliged by your forwarding to me the certificate of the Board of Trade to that effect.

I have, &c.

The Secretary of the Railway Department, Board of Trade. John Hawkshaw.

Sir, *Railway Department, Board of Trade, Whitehall, October* 19, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant, requesting their Lordships' sanction to an alteration of gradients in the Leeds, Bradford, and Halifax Junction Extension from Gildersome to Ardsley; and, in compliance with your request, to transmit to you the enclosed certificate, authorizing the alteration of the gradients in question.

I am, &c.

J. Hawkshaw, Esq. J. Emerson Tennent.

(Enclosure.)

Whereas by "The Leeds, Bradford, and Halifax Junction Railway Act, 1854," the Leeds, Bradford, and Halifax Junction Railway Company were empowered to make a railway to commence at Gildersome-street in the township of Gildersome in the parish of Batley, and to terminate at or near the north side of Ardsley Common lane in the township and parish of East Ardsley in the West Riding of the County of York, and such railway is now in the course of construction: And whereas the said Company being desirous of constructing a portion of the said railway with the inclination herein-after mentioned, have applied to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations to authorize the same: Now, therefore, the Lords of the said Committee, in pursuance of the provisions of "The Railways Clauses Consolidation Act, 1845," (incorporated with the said recited Act), do hereby certify that it will be consistent with the public safety, and not prejudicial to the public interest, that in a portion of the line of the said railway by the said recited Act so authorized to be made as aforesaid, situate between the commencement of the said railway at Gildersome-street and a point marked four chains from such commencement on the section of the said railway referred to in the said recited Act, the said railway should be constructed with an inclination or gradient of 1 in 70 instead of the inclination or gradient of 1 in 269 described in the said section, and (subject to the provisions in "The Railway Clauses Consolidation Act, 1845," contained in regard to altering the levels of the railway as referred to the common datum line described in the section approved of by Parliament, and as marked on the same), the Lords of the said Committee do hereby authorize the said

Appendix No. 2.

References under General Acts.

Leeds, Bradford, and Halifax Junction Railway (Alteration of Gradients).

Leeds, Bradford, and Halifax Junction Railway Company to construct the aforesaid portion of the said railway, with such altered inclination or gradient accordingly.

Signed by order of the Lords of the said Committee the nineteenth day of October, One thousand eight hundred and fifty-five.

J. Emerson Tennent,
One of the Joint Secretaries of the said Committee.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

London, Brighton, and South Coast Railway (Taking additional Land in the Parish of Battersea).

To the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

The application of the London, Brighton, and South Coast Railway Company, incorporated by an Act of Parliament passed in the session holden in the ninth and tenth years of the reign of Her present Majesty Queen Victoria, intituled "An Act to consolidate and unite the London and Brighton and "London and Croydon Railway Companies, and the undertakings belonging to them,"—

Showeth,—

That by an Act of Parliament passed in the session holden in the fifth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a Railway from Croydon to join the London and Greenwich Railway near London," the before-named London and Croydon Railway Company were incorporated, and were thereby authorized to make and construct the London and Croydon Railway, and compulsory powers of taking and purchasing lands for the purposes of that Act were conferred upon them; but by the 202nd section of the same Act such compulsory powers of taking and purchasing lands were limited to be exercised within the space of three years, to be computed from the passing of that Act, except as therein mentioned.

That under the powers of the last-mentioned Act the London and Croydon Railway Company purchased the land required for and made and constructed the London and Croydon Railway, a portion of which Railway is in the Parish of Battersea, in the county of Surrey.

That by the first-mentioned Act, the London and Croydon Railway Company, and other Companies in the same Act mentioned, was dissolved, and the London, Brighton, and South Coast Railway Company was incorporated, and the powers and privileges given and granted to the several Companies dissolved by that Act, or to either of them, under or by virtue of the several Acts therein recited, or either of them, should from and after the passing of that Act be vested in or exercised by the Company thereby incorporated, in the same manner, and as fully and effectually to all intents and purposes, as if such last-mentioned Company had been specially named in the therein-recited Acts instead of the Company in the said recited Acts respectively mentioned and empowered and not otherwise; and by the same Act it was enacted, that amongst other railways and branch railways, the London and Croydon Railway should be well and effectually vested in and belong to the Company thereby incorporated, and such railways, branches, and works should be called the London, Brighton, and South Coast Railway.

That on or about the 4th day of November last a slip occurred on the east side of the embankment, between the posts indicating the seventh and eighth miles from London, of that part of the railway situate in the parish of Battersea, in the county of Surrey, which was formerly part of the London and Croydon Railway, by which slip a portion of the down line of the railway was carried away, and the traffic temporarily stopped.

That in consequence of the said slip in the said enbankment of the said railway, it has been found necessary to give increased width to the embankment of the said railway where the said slip has occurred, and to do other works for the necessary repair of such slip, and to prevent future accidents.

That to enable the Company to give such increased width to the said embankment of the said railway, and to do the other works for the necessary repair of the said slip, and to prevent future accidents, the Company require permanently to take and use a piece of land adjoining the railway in the parish of Battersea, in the county of Surrey, and which piece of land, and the situation, abuttals, and quantity thereof, is shown in the plan hereunto annexed, the said piece of land being distinguished in such plan by a pink colour.

That the only persons interested in the said piece of land so required to be permanently taken and used by the said London, Brighton, and South Coast Railway Company, so far as the Company have ascertained, are the Rev. John Simon Jenkinson, the Vicar of Battersea, as the owner or reputed owner, and Mr. John Hempsted, as the lessee and occupier, or reputed lessee and occupier.

That the Company have caused notices of this application (of which notices and endorsements thereon true copies accompany this application) to be served on the said John Simon Jenkinson and John Hempsted as follows, on the said John Simon Jenkinson by delivering the same to him personally on the 19th day of November last, and on the said John Hempsted by delivering the same to him personally on the 5th day of December 1855.

That the Company called the London, Brighton, and South Coast Railway, do hereby, in pursuance of the powers and provisions of an Act of Parliament passed in the session holden in the fifth and sixth years of the reign of Her said present Majesty, intituled "An Act for the better Regulation of Railways, and the Conveyance of Troops," apply for, and request the Lords of the said Committee to certify that the public safety requires that the additional piece of land situate in the parish of Battersea, in the county of Surrey, delineated and described in the plan hereunto annexed, and therein distinguished by the colour pink, and containing the quantity mentioned in such plan, should be taken by the said Company for the purposes aforesaid, and that the compulsory powers of purchasing and taking land, contained in the before-mentioned Act of Parliament of the fifth year of the reign of His late Majesty King William the Fourth, or in any other Act or Acts of Parliament applicable to the said London and Croydon Railway, or to such part of the said railway where the said slip occurred as aforesaid, together with all the clauses and provisions relative thereto, shall, as regards the same piece of land, revive and be in full force for such further period as shall be mentioned in such certificate.

Frederick Slight,
Dated 31st December 1855. *Secretary to the London, Brighton, and South Coast Railway Company.*

(Enclosure.)

I do hereby, on behalf of the Company called the London, Brighton, and South Coast Railway, incorporated by an Act of Parliament passed in the session holden in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate and unite the London and Brighton and London and Croydon Railway Companies, and the undertakings belonging to them," give you notice, that at the expiration of fourteen days after the service of this notice upon you the said Company will, under the powers and provisions of an Act of Parliament passed in the fifth and sixth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for the better regulation of railways, and for the conveyance of troops," apply to the Lords of the Committee of Her Majesty's Privy Council appointed for trade and foreign plantations, to certify that the public safety requires that the piece of land situate in the parish of Battersea, in the county of Surrey, delineated and described in the plan hereunto annexed, and therein coloured pink, and containing the quantity in such plan mentioned, and in which piece of land you are or are reputed to be interested as the owner thereof, should be taken by the said Company for the purpose of giving increased width to the embankments of the London, Brighton, and South Coast Railway, adjoining or near to the said piece of land, and for doing works for the repair of a slip which has taken place in the embankment of the said railway adjoining and near to the said piece of land, and for the prevention of a further accident or slip in or to the said embankment of the said railway. And I do hereby further give you notice that in case the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations shall certify that the

public safety requires the said piece of land to be taken by the said Company for such purposes as aforesaid, the compulsory powers of purchasing and taking land contained in the Act or Acts of the said Company, together with all the clauses and provisions relative thereto, will, as regards the said piece of land, revive and be in full force for such further period as shall be mentioned in such certificate.

Dated the Twentieth day of November, One thousand eight hundred and fifty-five.

FREDERICK SLIGHT,
Secretary of the London, Brighton, and South Coast Railway Company.

* *To the Vicar of Battersea.*

London, Brighton, and South Coast Railway (Taking additional Land in the Parish of Battersea).

SIR, *Railway Department, Board of Trade, Whitehall, January* 15, 1856.

IN compliance with the Minute of the Lords of the Committee of Privy Council for Trade of the 4th instant, I have the honour to report that I have inspected the portion of land adjacent to the London, Brighton, and South Coast Railway, between Anerley and Norwood, which the Company are desirous of permanently occupying for the purpose of widening their railway.

The railway at the place in question is constructed on an embankment, in which a slip has occurred, which has spread over part of an adjacent field.

I am of opinion that future slips at this place cannot be avoided, unless the base of the embankment be extended into this field; and for this purpose, I am of opinion that it is necessary for the safety of the public travelling on the railway that the London, Brighton, and South Coast Railway Company take permanent possession of the portion of land referred to in their memorial.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

SIR, *Railway Department, Board of Trade, Whitehall, January* 22, 1856.

WITH reference to your letter of the 6th November, applying for authority, under the provisions of the Act 5 & 6 Vict. c. 55., to enable the London, Brighton, and South Coast Railway Company to take permanent possession of a certain portion of land between Anerley and Norwood, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you their certificate, in accordance with the provisions of the Act in question.

I am, &c.

JAMES BOOTH.

The Secretary of the London, Brighton, and South Coast Railway.

(Enclosure.)

WHEREAS by an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from Croydon to join the London and Greenwich Railway near London," the London and Croydon Railway Company were incorporated, and were thereby authorized to make and maintain the London and Croydon Railway, and by the said Act and other Acts relating to the same railway, certain compulsory powers were given to the said Company of purchasing and taking lands for the construction of the said railway, but the periods limited by the said Acts for the exercise of such powers have sometime since expired; and whereas by an Act passed in the tenth year of the reign of Her present Majesty intituled "An Act to consolidate and unite the London and Brighton, and the London and Croydon Railway Companies, and the undertakings belonging to them," the said London and Brighton, and London and Croydon Railway Companies were dissolved, and the several undertakings of the said Companies, together with all powers and privileges relating to the same respectively, were vested in a Company thereby incorporated by the name of "The London, Brighton, and South Coast Railway;" and whereas the said London, Brighton, and South Coast Railway Company, in pursuance of an Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act for the better regulation of railways, and for the conveyance of troops," did, on the 31st day of December One thousand, eight hundred and fifty-five, apply to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations to certify that the public safety requires that the land herein-after mentioned should be taken by the said Company for the purposes herein-after described, relating to the works of the said railway, having fourteen days before the time of making such application given notice in writing, in the manner prescribed by the Acts of the said Company for serving notices on landowners, of their intention to make such application, to the Reverend John Simon Jenkinson, Vicar of Battersea, in the county of Surrey, owner of the said land, and to John Hempsted, the occupier of the same, being the only parties known to the said Company as interested in the said land, and stating in such notice the particulars of the land required; and whereas neither the said John Simon Jenkinson nor the said John Hempsted applied within the said period of fourteen days to the Lords of the said Committee to be heard by them before any such certificate should be given: Now, therefore, the Lords of the said Committee, in pursuance of the provisions for this purpose contained in the herein-before mentioned Act of the seventh year of the reign of Her present Majesty, do hereby certify, that the public safety requires that the portion of land adjoining the said London and Croydon Railway, in the parish of Battersea, in the county of Surrey, and delineated in the plan drawn on these presents, and therein coloured red, and containing in the whole fourteen perches, should be taken by the said London, Brighton, and South Coast Railway Company, for the purpose of giving increased width to the embankment of the said railway, and for doing such works as may be necessary for the repair or prevention of accidents or slips in the embankment or other works of the said railway, in addition to the land heretofore taken by the said Company for the purposes of the said railway; and the Lords of the said Committee do hereby direct and declare, that the period for which the compulsory powers of purchasing and taking land contained in the said herein-before firstly recited Act, and any other Acts relating to the said London and Croydon Railway, together with all the clauses and provisions relative thereto, shall, as regards the portion of land herein-before mentioned, revive and be in full force for the period of six calendar months from the day of the date of these presents.

Signed by order of the Lords of the said Committee, this 22nd day of January, One thousand eight hundred and fifty six.

JAMES BOOTH,
One of the Joint Secretaries to the said Committee.

LONDON AND SOUTH WESTERN RAILWAY.

London and South Western Railway (Closing Gates at the Sheen Lane Level Crossing).

TO THE HONOURABLE THE BOARD OF TRADE.

GENTLEMEN, *Mortlake, April* 15, 1855.

I AM directed by a numerous and influential meeting of the inhabitants of Mortlake in vestry assembled, earnestly to call your attention to an alteration of a most inconvenient, dangerous, and injurious nature which has recently been made, by the closing of the gates of the Richmond Railway across the high road in Sheen Lane, instead of closing them as heretofore across the railway, which has been the practice ever since the formation of the railway, a period of seven or eight years.

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* Similar notice (not printed) served on Mr. Hempsted.

Appendix No. 2.

References under General Acts.

London and South Western Railway. (Closing Gates at Sheen Lane Level Crossing.)

The Vestry are referred to your Honourable Board by the Secretary of the Richmond Railway Company, in pursuance of the provisions of the Act 8 Vict. c. xx. s. 47.

They submit that the practice complained of is highly inconvenient, for it is an interruption to a thoroughfare in constant use, not only by foot passengers, but also by omnibuses, carriages, and conveyances of all kinds between Richmond and London.

It is a serious injury to the trade of Mortlake, making the place much less accessible from the Richmond side, and tending to divert the whole of a very considerable and important traffic to the road passing over the railway bridge on Barnes Common.

It is *dangerous* inasmuch as there being now no indication whether a train is approaching or not, horses are brought up to the gates at the risk of encountering the rush of a train passing close in front of them; moreover, as at present arranged, there is danger of serious accident from the fastenings of the gates, when across the railway, projecting exactly in the line that a foot passenger would take in passing through the side gates provided for this purpose.

The Vestry, therefore, earnestly request that you will interfere in this matter, in order that the Richmond Railway Company may be directed to restore the previous arrangement of keeping the gates closed across the railway, instead of being closed across the highway.

I am, &c.
Charles King, *Vestry Clerk.*

Sir, *Railway Department, Board of Trade, Whitehall, May* 11, 1855.

With reference to your letter of the 15th ultimo, complaining on the part of certain of the inhabitants of Mortlake of the custom pursued by the South Western Railway Company, of closing the gates on the Richmond Railway across the road in Sheen Lane instead of across the railway, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed copy of the report which their Lordships have received from Lieutenant-Colonel Yolland, R.E., the officer to whom the matter was referred.

My Lords direct me to add, that as the inspecting officer has stated his opinion that the course pursued by the Company of keeping the gates in question closed across the road is more conducive to public safety than if they were kept closed across the railway, they are unable to comply with the wishes of the Vestry in this matter.

My Lords have, however, directed me to transmit to you the enclosed copy of a communication which they have addressed to the London and South Western Railway Company on this subject.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

Charles King, Esq., Vestry Clerk, Mortlake.

Sir, *Railway Department, Board of Trade, Whitehall, May* 11, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords having received an application from the Vestry Clerk of the Parish of Mortlake, requesting their interference to cause the gates at the level crossing at East Sheen Lane to be kept closed across the railway instead of across the road, caused Lieutenant-Colonel Yolland, R.E., one of their Lordships' inspecting officers, to inspect the locality and report thereon.

My Lords direct me to transmit to you the enclosed copy of this report, and to request that you will lay it before the Directors of the London and South Western Railway Company, and call their particular attention to the recommendations contained in the concluding paragraph.

I am to add, that my Lords, having perceived from Colonel Yolland's report that the number of foot passengers and carriages which daily pass the level crossing in Sheen Lane is very large, would suggest to the Directors whether it would not be very desirable that a bridge should be constructed in lieu of this level crossing; or that should such reasons exist as to render the construction of a bridge for all descriptions of traffic difficult or inconvenient, whether it would not be possible at least to construct a bridge for the use of the foot passengers, with easy and convenient approaches, over the railway at this crossing.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the London and South Western Railway Company.

(Enclosure.)

Sir, *Railway Department, Board of Trade, Whitehall, May* 8, 1855.

In compliance with the instructions contained in your letter of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that after communicating with the Vestry Clerk of the parish of Mortlake and the Secretary of the London and South Western Railway, I proceeded to Mortlake on the 25th ultimo, and had an interview with several of the gentlemen who had been instrumental in causing the Memorial to the Board of Trade to be adopted, in which the principal cause of complaint against the London and South Western Railway Company is, that their officers have recently changed the practice as regards closing the gates at the level crossing in East Sheen Lane, from closing them across the railway, as formerly done, to closing them across the road. The officers of the South Western Railway were prevented from attending on that occasion, but I have since seen the General Manager of Traffic and made him acquainted with the nature of the complaint forwarded to their Lordships, and I now enclose his letter of the 30th ult., giving the reasons why the change was made.

East Sheen Lane, through which there is a very large traffic, as will be seen from the accompanying statement of the Surveyor of Highways, dated the 3d May, for a week ending on that date, received from the Memorialists, as showing the interruption to which their local traffic is subjected by the closing of the gates across the road.

In addition to the statement contained in the Memorial dated the 15th April, the gentlemen who attended requested that I would note the following particulars:—When the change in the closing of the gates across the road instead of across the railway took place, about two months since, the Railway Company erected wicket-gates for foot passengers at the eastern side of East Sheen Lane, by the side of the large gates; but, from the construction of these wickets, they are closed by the gates when shut across the railway; that the line of these wickets is out of the line of the footpath on the east side of the lane; and that persons walking are obliged to cross from the west to the east side of the lane in order to reach these wickets. The Memorialists also allege (see letter dated the 3d inst.) that at the time the Act of Parliament was obtained for the Richmond Railway, it was agreed that these gates were to be closed across the rails, except when trains were passing, and not across the road, but that the clause was somehow omitted from the Act. Had such a clause, however, been inserted, it is, perhaps, questionable whether it would not have been overruled by the provisions of the General Act.

The number of down trains passing Mortlake Station is 18, and of up trains 22 per diem, during the week-days; but these numbers, on the average, are increased on Sundays. The Richmond Railway has been opened since July 1846, as far as this station is concerned, and no accident to any person has occurred at this crossing since its opening. The London and South Western Railway Company are very desirous of receiving their Lordships' sanction for keeping the gates closed across the rail instead of across the road; but, whilst I

admit the great interruption to the traffic of the parish which the present practice produces, I am unable to report that it would be more conducive to the public safety to close the gates across the rails rather than across the road; and it is certainly very unfortunate that a level crossing at this spot was ever sanctioned.

I would, however, suggest, with the view of diminishing the inconvenience, and of removing certain just grounds of complaint which now exist, that the attention of the Directors of the London and South Western Railway Company be called to the following points, viz.:—

1st. The stops or catches placed for holding the gates when they are across the railway are of such a nature and so placed as to be dangerous to persons walking across the railway, especially at night; and I consider they should be removed or altered.

2d. I think wicket-gates should be established at each side of the gates at East Sheen Lane, so as to allow persons on foot to continue to follow the existing footways at the east and west sides of the lane.

3d. I am of opinion that it would always be advantageous to the public, where the traffic across level crossings is considerable, as in this instance, that they should have a signal or indication exhibited to them of the expected approach of a train two or three minutes before it is due, inasmuch as when gates are always kept closed against the road, they cease to indicate the expected approach of a train, and young and inexperienced horses are brought closer to the gates than is desirable.

London and South Western Railway (Closing Gates at Sheen Lane Level Crossing).

I have, &c.

Captain Galton, R.E., &c. &c.
Railway Department, Board of Trade.

W. Yolland,
Lieut.-Col., Royal Engineers.

(Enclosed in Colonel Yolland's Report.)

Account of the Number of Persons, Carriages, Horses, &c. having passed over the Richmond Railroad at the Mortlake Station, from April 27 to May 3 inclusive.

	Foot Passengers.	Carriages, &c.
1855, April 27 - -	- 1,760 - -	- 337
„ April 28 - -	- 2,220 - -	- 368
„ April 29 (Sunday)	- 1,690 - -	- 156
„ April 30 - -	- 2,167 - -	- 325
„ May 1 - -	- 2,038 - -	- 339
„ May 2 - -	- 1,873 - -	- 353
„ May 3 - -	- 1,460 - -	- 282

Mortlake, May 3, 1855. (Witness) Michael Caughtin. William Thomas Attwood, *Surveyor of Highways.*

Sir, *Mortlake, May 3, 1855.*

Seeing, by the notice of vestry appointed to be held this afternoon, that amongst other business the circumstances that took place respecting the crossings of the roads and footpaths in this parish by the railway, are to be taken into consideration, I am induced to trouble you with this letter, containing a few of my recollections on the subject. In the first place, the railway was proposed to be carried across the old warple way in an oblique direction, using part of the old warple way for the railway, and as by this means a separation would be made between the lands of several owners and occupiers, it was arranged (with a view of having as few gates opening on the railways and crossings as possible) for the railway to make a warple way on each side of the railway, and the line to be crossed on the level in Sheen Lane, the gates to be closed on the rail, except when trains were passing, and the footpaths at Forty, Wright's Walk, and to Priest's Bridge, on the level. The footpath from the church to East Sheen was to be carried over the rail by a foot bridge with gates, and a level crossing for funerals. These were the conditions upon which many persons were induced to give their assent, and were to have been inserted in the Richmond Railway Act. When the bill was passing through the House of Commons, some persons were desirous of having a bridge in Sheen Lane, and as the railway at that place was to be on an embankment of two feet, any bridge erected to carry the road over it would have been so lofty as to be a serious injury to the neighbourhood, and very inconvenient, if not dangerous, to the public; therefore, the late Mr. William Holman of Mortlake, Mr. Henry Goodale, and myself, were requested to attend the Committee of the House of Commons as being old inhabitants, resident near to, and having property affected by the proposed railway; and we accordingly attended the Committee on the 12th day of June 1845, and in consequence of what was then stated, the application for a bridge in Sheen Lane having been withdrawn, it was decided by the Committee that the crossings were to be as before stated—namely, a bridge for the church path; all the others to be level crossings, in Sheen Lane the gates to be closed only during the passing of trains. How it occurred that this was not inserted in the Act, I cannot tell; but when I saw the Act afterwards, I was surprised at the omission. The bridge erected by the Company for the church path being so constructed as to be very inconvenient, and almost impassable for aged and infirm persons and children, the parish, after some time, entered an action against the Company to get the bridge removed, and it was at last arranged for the Company to remove the bridge and place convenient gates for the church path crossing, with a man to attend them; and the parish, knowing they were to have good crossings without interruption at the church path and Sheen Lane, except only when trains were passing, consented to the stopping up the footpath across the railway at Wright's Walk, which they would not have agreed to had they known that the gates, at the Sheen Lane crossing, would have been shut across the road, contrary to the understanding entered into at the passing of the Railway Act. These facts will be fresh in the memory of many persons residing in the parish, who will be able to speak as to the correctness of the statements herein contained. I trust the importance of free access from one part of the parish to the other will be an apology for trespassing so much on your time.

I am, &c.

To the Chairman of the Vestry assembled at Mortlake, the 3d May 1855. Edward Gibson.

Sir, *Secretary's Office, Waterloo Bridge Station, May 14, 1855.*

I beg to acknowledge your letter of the 11th instant, with copy of Colonel Yolland's report, dated 8th instant, relative to the level crossing at East Sheen Lane, which shall be laid before the Directors of this Company.

I am, &c.

Captain Galton, R.E., Railway Department, Board of Trade. L. Crombie, *Secretary.*

MIDLAND RAILWAY COMPANY.

Midland Railway (Closing of Gates at Level Crossing of Queen's Road, Nottingham).

Sir, *Nottingham, December 19, 1855.*

The Midland Railway Company cross on the level a road of great traffic in this town, called the Queen's Road, with their rails forming part of the line of the Nottingham and Lincoln Railway constructed under an Act of Parliament, 8 & 9 Vict. c. 49. of Private Acts.

This level crossing has, from time to time, afforded great ground of complaint on the part of the public on account of the mode in which it has been used.

On the 23d December 1848, I wrote to the Board of Trade, inquiring whether under the authority of the Railway Clauses Consolidation Act the Board had ordered the gates to be kept closed across the railway except when trains were passing.

In answer to that inquiry, I was informed by the Board that no such order had been made.

I am now directed (by a Committee recently appointed by the Town Council) to inquire whether any order has now been made on the subject by the Board of Trade, and also to send the accompanying copy of a letter of the 17th instant, addressed to the Midland Railway Company.

I have, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade, Whitehall.

William Enfield,
Town Clerk.

(Enclosure.)

Sir, *Nottingham, December 17, 1855.*

I am directed by the Committee lately appointed by the Council of this town on the subject of the level crossing of the Midland Railway line on the Queen's Road in this town to state the following matters, which are the subject of frequent and repeated complaints:—

1st. That the public are much inconvenienced by the railway gates being constantly closed half across the Queen's Road, and it is therefore requested that they be kept constantly wholly closed across the railway, except while trains are passing.

Appendix No. 2.

REFERENCES UNDER GENERAL ACTS.

Midland Railway (Closing of Gates at Level Crossing of Queen's Road, Nottingham).

2d. That the traffic of carriages and passengers along the Queen's Road is frequently interrupted, and for considerable periods, by trains standing upon and shunting backwards and forwards along the road at this level crossing, and that this course of proceeding appears contrary to the intention and provisions of the Acts of Parliament as well as a great public nuisance.

The Committee therefore request, and they respectfully submit that it is the duty of the Midland Company to alter their station and lines of rail, so that no trains need stop or shunt on the level crossing.

3d. The Committee represent that the rails at this level crossing first used by the Midland Railway Company for the Lincoln line are no longer used for that purpose; that four lines of rails ought not to remain across the Queen's Road, and therefore they request that two of the four lines of rail be taken up.

The Committee beg to observe that the large increase of buildings in this town on the south side of the railway greatly increases the evils now referred to, and they hope that the Directors of the Midland Railway Company will be pleased to remedy them forthwith.

I am, &c.
WILLIAM ENFIELD,
Town Clerk.

Joseph Allport, Esq.,
Secretary to the Midland Railway Company, Derby.

SIR, *Railway Department, Board of Trade, Whitehall, December* 21, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th instant, relative to the level crossing of Queen's Road, Nottingham, by the Nottingham and Lincoln line of the Midland Railway.

In reply to your inquiry, whether any order has been made by their Lordships requiring the gates at the crossing to be kept closed *across the railway*, except during the passage of trains, I am to inform you that no such order has been made.

I am further to state that, if the answer of the Midland Railway Company to your letter (a copy of which you have transmitted) should not be satisfactory to the Town Council, my Lords, on being informed by you to that effect, will be ready to consider the propriety of exercising the power reserved to them by the 47th section of the Railways Clauses Consolidation Act of making an order for the purpose above mentioned. But it does not appear that in the present case their Lordships have any other power of interference in the matters mentioned in your communication.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

William Enfield, Esq.

SIR, *Nottingham, January* 14, 1856.

I am desired by the Committee of the Town Council to thank you for your communication of the 21st December last, and to send you (on the other side) copy of the reply received from the Midland Railway Company, dated 4th January instant, and to say that as the inconvenience hitherto experienced by the public from leaving the gates closed across half the carriageway has been so great, and as no proceedings can be taken against the Midland Railway Company or their servants for so leaving them closed unless a special order be made, the Committee of the Council request that the Board of Trade will be pleased to make an order under the powers of the Railway Clauses Consolidation Act that the gates of the Nottingham and Lincoln Railway, where the line of that railway now crosses on a level the Queen's Road, in the town of Nottingham, be kept closed across the rails except when trains are passing.

I send for the inspection of the Board a plan showing how the gates above referred to have been usually kept open half across the carriage road.

I am, &c.
WILLIAM ENFIELD,
Town Clerk.

Captain Galton, R.E.,
Railway Department, Board of Trade, Whitehall.

(Enclosure.)

SIR, *Midland Railway, General Manager's Office, Derby, January* 4, 1856.

I HAVE now submitted your communication of the 17th ultimo to my Directors, and with reference to the first cause of complaint, I am instructed to inform you that instructions shall at once be given for the gates across the Queen's Road to be kept wholly closed, except when trains are passing, as you request.

With respect to the second and third portions of your letter, the Directors desire me to say that they will at once take the matter into their careful consideration, with a view to rendering the working of the traffic over the crossing in question as little inconvenient to the inhabitants of Nottingham as possible, but in the arrangements of a station yard of a large station like Nottingham this will of course involve some time, but you may rest assured it shall have the best attention of the Directors with the view of removing all reasonable grounds of complaint.

I am, &c.
JAMES ALLPORT.

William Enfield, Esq., Nottingham.

SIR, *Railway Department, Board of Trade, Whitehall, January* 25, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed letters on the subject of the closing of the gates over the level crossing of the Queen's Road, Nottingham, by the Midland Railway, and to request that you will report to their Lordships your opinion whether it would be more conducive to the public safety that the gates in question should be closed across the railway instead of across the road.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

Lieut.-Col. Wynne, R.E., &c., &c.

SIR, *Railway Department, Board of Trade, Whitehall, March* 25, 1856.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected a crossing at Nottingham on the level of the Queen's Road over the Nottingham and Lincoln Railway of the Midland Railway Company, which I have done under their Lordships' instructions, to enable me to report whether, if the gates of this level crossing are kept closed across the railway, as the Town Council of Nottingham have requested their Lordships to direct that they may be, it will more conduce to the public safety than if they were kept closed across the road.

The level crossing of the Queen's Road is 50 feet wide and nearly 100 feet in length; it is situated 150 yards from the west end of the platform of the Nottingham Station, and at the entrance of what may be termed the "station-yard;" the crossing is over two main lines of rails, and over two lines of sidings, the latter not much used; all trains of every description stop at Nottingham.

Gates of themselves, when closed across a railway, present no material obstacle to the passage of an engine, in fact a red signal, as far as presenting a hindrance to an engine passing over a level crossing, would be as effectual in stopping a reckless or overworked driver as a pair of gates, the driver therefore who would run against the one would be as likely to run *through* the other, and whether he would be more likely to run through gates that were kept habitually closed or those that were only kept occasionally closed, must be in a great measure a question of opinion, just as it is a matter of controversy whether signals habitually indicating danger or only occasionally doing so are the best safeguards. In those positions where occasions of danger are momentarily expected, such as at junctions, the habitual display of the danger-signal has been conceded as that state which offers the greatest amount of security,

for with such circumstances existing, an engine-driver will always approach the signal with caution; a parallel case I consider the Queen's Road level crossing to be; on it there is a constant stream of foot passengers, with an average proportion of horses and carts; over the passengers no control can be exercised, except by the vigilance of the gatekeepers, old, young, and infirm equally pass over the crossing without protection or any barrier to prevent them from straying on to the line in the darkness, fog, or storm, and there is no security *whilst on the crossing* that they may not be run over by a passing train, except such as I before remarked may be expected from the vigilance of the gatekeepers; under these circumstances I think I am justified in giving it as my opinion that the ordinary rule should be departed from, and that it will be more conducive to the public safety if the gates are kept closed across the railway except during the passage of trains over the crossing.

The obligation that all trains are under of stopping at the station will compel both arriving and departing trains to approach the crossing at a very low speed, which would appear to remove altogether the only danger to be apprehended, viz., that arising from reckless driving.

I have, &c.

GEO. WYNNE,
Lieut.-Col., Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

SIR, *Railway Department, Board of Trade, Whitehall, April* 1, 1856.

WITH reference to the correspondence which has taken place between the Midland Railway Company and the Town Council of Nottingham with respect to the mode of closing the gates at the level crossing of the Midland Railway at Queen Street, Nottingham, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a report from Lieut.-Col. Wynne, R.E., the officer appointed by my Lords to inspect the crossing in question.

My Lords, after consideration of that report, have made an order requiring the Midland Railway Company to close the gates across the railway instead of across the road, as being, under the circumstances, more conducive to the public safety.

I am, therefore, to transmit to you their Lordships' order, that the gates shall be kept closed across the railway instead of across the road, for a period of one year from this date, such closing commencing on the 7th instant.

I am, &c.

JAMES BOOTH.

The Secretary of the Midland Railway Company.

(Enclosure.)

WHEREAS by the "Midland Railways (Nottingham and Lincoln Railway) Act, 1845," the Midland Railway Company were authorized to make and maintain a railway commencing in the parish of Saint Mary, in the town and county of the town of Nottingham, and terminating in the parish of Saint Mark in the city of Lincoln and county of the said city: And whereas under the provisions of the said Act, the said Railway has been made to cross on the level a public carriage road in the town of Nottingham aforesaid, called "Queen's Road:" And whereas the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations are satisfied that it will be more conducive to the public safety that the gates on the level crossing aforesaid should be kept closed across the said railway, than that such gates should be kept closed across the said road: Now, therefore, the Lords of the said Committee, by virtue and in exercise of the power or authority for this purpose to the Lords of the said Committee given or reserved by the Railways Clauses Consolidation Act, 1845 (incorporated with the said recited Act), do hereby order that the gates now erected or hereafter to be erected and maintained by the said Company on each side of the said railway where the same crosses the said public carriage road in Nottingham aforesaid, called Queen's Road, shall, from and after the 7th day of the present month of April, and thenceforth to the end of one year from the day of the date of these presents, be kept closed across the said railway instead of across the said road (except when engines or carriages passing along the said railway shall have occasion to cross the said road) in the manner and under the penalty in such case directed and provided by the said Railways Clauses Consolidation Act, 1845.

Signed, by order of the Lords of the said Committee, the first day of April One thousand eight hundred and fifty-six,

JAMES BOOTH,
One of the Joint Secretaries of the said Committee.

SIR, *Railway Department, Board of Trade, Whitehall, April* 1, 1856.

WITH reference to your letters of the 19th December 1855, and the 14th January last, on the subject of the gates at the level crossing of the Midland Railway of Queen's Road, Nottingham, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have issued an order to the Midland Railway Company to close the gates across the railway instead of across the road, for a period of one year, such closing commencing on the 7th instant.

I am, &c.

JAMES BOOTH.

W. Enfield Esq., Town Clerk, Nottingham.

SIR, *Nottingham, April* 9, 1856.

THE communication contained in your letter of the 1st instant, that the Lords of the Committee of the Privy Council for Trade had issued an order to the Midland Railway Company to close the gates across their railway at the level crossing of the Queen's Road in this town for one year from the 7th instant has been received with satisfaction by the Council of this town at a meeting held to-day.

I am desired on behalf of the Committee appointed in this matter by the Council to thank their Lordships for their attention, and to express a hope that their Lordships will be pleased to make the order permanent before the year fixed by the present order shall have expired.

I am, &c.

WILLIAM ENFIELD,
Town Clerk.

James Booth, Esq., Railway Department, Board of Trade, Whitehall, London.

MIDLAND GREAT WESTERN (OF IRELAND) RAILWAY.

SIR. *Railway Department, Board of Trade, Whitehall, November* 5, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report made by Lieut.-Colonel Wynne, R.E., the officer appointed by their Lordships to inspect the Midland Great Western Railway between Mullingar and Longford.

Upon consideration of that report, my Lords do not object to the portion of line in question being opened for public traffic, provided that not more than one engine in steam be allowed upon the line at one and the same time, and that the recommendations of the inspecting officer as to the rate of speed and the regulations at the junction be adhered to.

Appendix No 2.

References under General Acts.

Midland Great Western of (Ireland) Railway (Unauthorized Level Crossings on the Longford Branch).

My Lords instruct me to call the attention of the Directors to the concluding paragraph of the report, stating that in the case of three public roads level crossings have been constructed which are not authorized by the Company's Act. I am to request that you will inform my Lords upon what grounds the Company have thus infringed the powers conferred upon them by Parliament.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Midland Great Western Railway Company.

(Enclosure.)

Dublin, November 3, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday inspected the Longford Branch of the Midland Great Western (Ireland) Railway, which, commencing from a junction at Mullingar, extends to the town of Longford, a distance of 26 miles.

The line is laid single throughout, but with a formation level and works for a double line of rails. The permanent way is laid on longitudinal timbers, having the joints of the rail fished, which gives great strength and solidity to the road; some considerable lengths of the line pass over bogs, and in these instances the measure which experience has taught as best adapted for the gradual consolidation of the substratum has been adopted, and the permanent way has been strengthened by having an increased number of cross sleepers placed under the longitudinal timbers; the bridges and other constructions on the line I found to be of sufficient strength; the line was thoroughly fenced throughout, and proper gates erected at all the level crossings. I am, therefore, enabled to state that, in my opinion, the line may be opened without danger to the public using the same, the Secretary having undertaken, on the part of the Company, that the traffic over the single line shall be worked both ways by the same engine.

The Company have arranged their time tables so that the journey between Longford and Mullingar shall occupy one hour and a half, which I consider a wise precaution, and I recommend that no higher speed be permitted until a thorough experience of the bogs and other parts of the line has been attained.

The Company do not propose to run through trains between Dublin and Longford, and it has been arranged that the arriving and departing trains at and from Mullingar shall draw up and start from a distinct platform on the branch line, but this platform is so situated as to render it necessary that the train both ways should run on to the main up line to be backed through points placed on it. In order to protect the train while this shunting operation is in progress, I have caused an additional signal to be put up at those points, to be placed under the charge of the switchman stationed there, and the instruction to be issued to him is, that before allowing any train through the points, he shall turn on this signal against all trains proceeding on the up line; the engineer-in-chief has undertaken to have these instructions carried into effect, but perhaps their Lordships may think it desirable to furnish the Secretary of the Company with an extract from this part of my report, to provide against the possibility of a misunderstanding.

I have to draw their Lordships' attention to the circumstance of three level crossings of public roads on the branch line, which are unauthorized by the Special Act of the Company. The first one is that of the first road which the branch crosses on leaving Mullingar; the second is close to Edgeworthstown, immediately south of the present station; and the third is that of the coach road from Mullingar to Longford, between Edgeworthstown and Longford.

I have, &c.
Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

(Enclosure.)

Midland Great Western Railway of Ireland Company,
Offices, Broad Stone Station, Dublin, November 3, 1855.

Sir,

With reference to the opening of the Longford Branch, I am authorized to state that the Company will undertake that the traffic shall not be worked with more than one engine in steam at the same time on the line.

Your obedient Servant,
H. Beausire, *Secretary.*

Lieut.-Col. Wynne, R.E., &c., &c.

Midland Great Western Railway of Ireland Company,
Offices, Broad Stone Station, Dublin, November 9, 1855.

Sir,

I beg to acknowledge your letter of the 5th instant, transmitting copy of a report made by Lieut.-Colonel Wynne, R.E., relative to his inspection of the line from Mullingar to Longford.

With reference to your inquiry, upon what grounds the Company have made the three unauthorized level crossings referred to, I am desired to send you herewith copy of a report from Mr. Hemans, the Company's engineer, stating the reasons why they were constructed.

I have, &c.
H. Beausire, *Secretary.*

Captain Galton, R.E.
Railway Department, Board of Trade.

(Enclosure.)

Midland Great Western Railway of Ireland,
Engineer's Department, Rutland Square, November 6, 1855.

Dear Sir,

I beg to acknowledge copy of Colonel Wynne's report on Longford Extension. The additional signal-post which he requires at the junction has been erected.

With regard to the three unauthorized level crossings of public roads, I have to report as follows:—

No. 1 is the road leading to the poorhouse and town of Mullingar, from Knockdrin and Castlepollard. By the Act of Parliament this road was to have been diverted and carried alongside of the railway, but it was represented to me by the neighbouring magistrates that it would be much more convenient, and that it was their wish, that it should be continued with a level crossing in its present course; this has accordingly been done, but the diversion can at any time be carried out, if necessary.

Nos. 2 and 3 are roads crossing the line very obliquely, and on the level; if raised over the railway, very long approaches would be necessary, and these, with the altered angles necessary for bridges, would be inconvenient to the public.

Yours truly,
G. W. Hemans.

H. Beausire, Esq., Broadstone.

Sir,

Railway Department, Board of Trade, Whitehall, December 12, 1855.

I have read the letter from the Secretary of the Midland Great Western Railway (Ireland), with its enclosure from the engineer-in-chief of the line, relative to the unauthorized level crossings on the Mullingar and Longford Branch, to which I alluded in my inspectional report of that line, and I have to offer the following observations thereon:—

No. 1. The bridge is built for this road, which only requires to be diverted and carried over it, as laid down in the Company's Act. I do not think the mere question of convenience to the magistrates visiting the poorhouse is a sufficient reason for the introduction of a level crossing, when the crossing by the bridge presents no objectionable feature.

No. 2 is a very oblique crossing of the coach road between Mullingar and Longford; the road and railway are on a level, and the approaches, consequently, will be heavy; it is, however, only a question of expense; there are no engineering difficulties in the way.

No. 3 is a level crossing of a road near Edgeworthstown. It was intended at first to place the station at this point, and land was purchased for the purpose, and the level crossing was introduced as rendering the access to the station easier; the project, however, of placing the station at this point has been abandoned, and there appears no reason why the bridge should not be built to carry the road over the railway.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col., Royal Engineers.

Sir,

Railway Department, Board of Trade, Whitehall, December 19, 1855.

With reference to your letter of the 9th ultimo, on the subject of the three unauthorized level crossings of the Mullingar and Longford Branch of the Midland Great Western (of Ireland) Railway, I am directed by the Lords of the Committee of Privy Council for Trade to state that the grounds alleged in the engineer's communication therein transmitted for failing to construct bridges at these crossings appear to my Lords wholly insufficient.

I am, therefore, directed to inform you that unless the Company immediately take steps to construct the bridges at the crossings in question, in compliance with the provisions of their Act, my Lords will be under the necessity of taking the necessary steps for enforcing the law.

I am, &c.

The Secretary of the
Midland Great Western (of Ireland) Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Midland Great Western Railway of Ireland Company,

Sir,

Offices, Broad Stone Station, Dublin, January 9, 1856.

In reply to your letter of the 19th ultimo, in which you call upon this Company to construct bridges in lieu of three unauthorized level crossings on the Mullingar and Longford Branch, I am directed to inform you that the engineer reports the work now in hand for substituting a bridge for one of the level crossings in question nearest to Mullingar.

With regard to the other two, it is again submitted that considerable inconvenience would accrue to the public from the long and high approaches necessary for bridges, and it is intended immediately to seek for an expression of public opinion on the subject in the neighbourhood, to be submitted to their Lordships of the Board of Trade. Should this opinion be decidedly averse to the elevation of the road over bridges, it is hoped that the order to build the latter will not be passed.

I have, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade.

H. Beausire, *Secretary.*

Sir,

Railway Department, Board of Trade, Whitehall, February 13, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, enclosing the opinion of the Attorney and Solicitor General for Ireland as to the proceedings to be taken against the Midland Great Western Railway Company of Ireland for the violation of certain provisions of their Acts, together with other papers, and a form of notice to be served on the Company.

My Lords direct me to transmit to you the notice, duly signed, and to request that you will take the necessary steps to cause it to be served upon the Company.

I am, &c.

John Greenwood, Esq., Treasury.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

The Midland Great Western Railway of Ireland Act, 1845:
Midland Great Western Railway of Ireland (Liffy Branch and Longford Deviation) Act, 1846:
Midland Great Western Railway of Ireland (Longford Deviation and Cavan Branch) Act, 1852.

To the Midland Great Western Railway of Ireland Company.

The Lords of the Committee of Privy Council for Trade hereby give notice to the said Railway Company, pursuant to the 7th & 8th Vict. chap. 85. sec. 18., that it is the intention of the said Lords of the said Committee, at the expiration of twenty-one days after the delivery of this communication to the said Company, to certify to Her Majesty's Attorney-General for Ireland, pursuant to the 17th section of the said last-mentioned statute, that it appears to the said Lords of the said Committee that the provisions of the statutes specified in the title of this notice, and of the Railways Clauses Consolidation Act, 1845, and other Acts which regulate the said Company, have not been complied with on the part of the said Company, and that the said Company has acted in a manner unauthorized by the said Acts or any of them in the matters following; that is to say, that in constructing the line of railway from Mullingar to Longford the railway has been carried on a level across the following public highways:—

First. The road from Mullingar to Castlepollard, in the township of Robinstown (Levringe), parish of Mullingar, and county of Westmeath;

Second. The road from Mullingar to Longford, in the township of Garryandrew and in the township of Lesnagrith, parish of Mostrim, and county of Longford;

Third. The road from Mullingar to Longford, in the township of Knockshaw, parish of Templemichael and county of Longford;

and that the said roads now respectively cross the said railway by level crossings, and have not been carried over the railway or the railway over the said roads or any of them by means of a bridge, contrary to the provisions of the statutes; and further that it appears to the Lords of the said Committtee that it would be for the public advantage that the said Company should be restrained from acting contrary to law, and should be compelled to observe the provisions of the statutes in relation to the construction of the said Railway where it crosses turnpike roads or public highways, and that the said Attorney-General should institute such proceedings in relation thereto as he should think right.

Signed by order of the Lords of the Committee of Privy Council for Trade, this thirteenth day of February One thousand eight hundred and fifty-six.

(Signed) James Booth,
One of the Joint Secretaries to the said Committee.

Midland Great Western Railway of Ireland,

Dear Sir,

26, Duke Street, Westminster, February 21, 1856.

Being unexpectedly summoned back to Ireland, I may not be able to present in person the memorial which I stated to you had been signed by several persons in favour of the level crossings on the Longford Branch of the Midland Great Western Railway. I beg to inform you, however, that in case this memorial

Appendix No. 2.

REFERENCES UNDER GENERAL ACTS.

Midland Great Western (of Ireland) Railway (Unauthorized Level Crossings on the Longford Branch).

does not appear to the Lords Commissioners to justify their abstaining from compelling the Company to build bridges, it is not, nor has ever been the intention of the Railway Board to put their Lordships to the trouble of a suit to enforce that duty; on the contrary, I have instructions to commence the bridges at once, if the memorial is unsuccessful with their Lordships. This document will be presented in two or three days. Under any circumstances, I must request you will represent to the Lords Commissioners that the legal proceedings may be safely stayed, as the bridges are to be commenced at once, if, after considering the memorial and bearing in mind the comparative paucity of traffic on Irish country roads after the establishment of a railway, and the great expense these particular works will entail on the Company, their Lordships still require them to be built.

The Directors having no desire whatever to appear as resisting the legal requirements of the Board of Trade, I venture to hope that they will not be placed in that position by the prosecution of an unnecessary suit.

I have, &c.
G. W. HEMANS,
Chief Engineer.

Captain Galton, R.E.,
Secretary, Board of Trade.

Please reply to 10, Rutland Square, Dublin.

Midland Great Western Railway of Ireland.

Engineers' Department, 10, *Rutland Square, Dublin, February* 23, 1856.

DEAR SIR,

I HAVE just received the memorial in favour of the level crossings on this line, two of which only remain, the third having been closed and the traffic carried over a bridge. The memorial is signed by the Earl of Granard, Viscountess Forbes, by thirteen grand jurors, a number of magistrates and landed proprietors, by the deputy sheriff and one of the deputy lieutenants, besides farmers and carriers, to the number of forty in all. I have only to repeat, that if, notwithstanding this expression of opinion in the neighbourhood, the Lords Commissioners still require the bridges to be built, the Directors have instructed me to commence them.

I have, &c.
G. W. HEMANS.

Captain Galton, R.E.,
Secretary, Board of Trade.

(Enclosure.)

MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY.

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Foreign Plantations.

The Memorial of the undersigned Magistrates, Landowners, and others in the county of Longford,—

SHEWETH,

THAT your memorialists are resident in the county of Longford, are possessed of considerable estates in that county, and have other material interests therein.

That they are well acquainted with and are in the frequent habit of using the public road which leads from Longford to Mullingar.

That the traffic on that road has of late greatly decreased in consequence of the opening of the railway to Longford, which railway has already proved of great advantage, and is likely hereafter to prove of still greater advantage to your memorialists.

That such railway has been constructed across the said road and on the level of it at two different points in the townland of , in the parish of , the former level or inclination of the road, however, having been preserved.

That for the protection of the public at such level crossings gates have been erected so as when shut to separate the said road entirely from the railway, and watchmen have been stationed and are constantly in attendance at those gates to open and close the same.

That your memorialists are informed that your Right Honourable Board have required the Railway Company to carry the road over the railway at the two points of crossing before-mentioned, by means of bridges in lieu of the present level crossings.

That such an alteration would (as your memorialists are informed) render it necessary to raise the road twenty feet above its present level at each of the two points of crossing, which would make it most inconvenient to your memorialists, as such crossings could only be approached either by means of two long embankments of gradual ascent or two short embankments of steep ascent, one on each side of the railway, thus causing for the two crossings two ascents and two descents each way.

That however objectionable level crossings may be in many instances, your memorialists are decidedly of opinion that in the present case the additional labour, and consequently additional expense, which would be involved in drawing carriages, carts, and other vehicles up and down the said approaches would be a source of injury to them and to the public much greater than any likely to accrue from the road and the level crossings being allowed to remain as they are.

That since these level crossings have been in use no accident or any appreciable amount of inconvenience has been occasioned by them, and although there may sometimes be slight delays in the opening and shutting of the gates, on account of trains approaching or passing, your memorialists believe that the road, as it now exists with those crossings, is, considering the nature and amount of the traffic, the little risk of danger, and all other circumstances, more convenient than it would be if carried over the railway by means of the proposed bridges and embankments.

That the stoppages unavoidable in travelling for the opening and shutting of toll-gates and payment of tolls is undoubtedly an inconvenience, but certainly not so great a one as having to travel (especially with heavy loads) over a hilly road, and your memorialists submit that the opening and shutting of the gates of the level crossings would cause no more delay (except in very special cases) than the opening and shutting of a toll-gate, whereas the works necessary to avoid those level crossings would convert that which is now a level road into one of ascents and descents, with all their concomitant disadvantages.

That your memorialists further submit that the expense of constructing the said bridges and approaches will necessarily involve a considerable expenditure of capital, which, although in the first instance provided by the Railway Company, will in the end be put upon the shoulders of your memorialists and the public using the railway, either in the shape of increased rates or otherwise.

Your memorialists therefore pray your Right Honourable Board that you will not insist on the Midland Great Western Railway of Ireland Company constructing the bridges and embankments in question, but that you will allow the level crossings to remain as they at present are, subjecting them, however, to such rules and regulations as your Right Honourable Board may think fit for the safety and convenience of the public.

[Signed by Lord Granard and forty others.]

Appendix No. 2.

References under General Acts.

Midland Great Western (of Ireland) Railway (Unauthorized Level Crossings on the Longford Branch).

SIR, *Railway Department, Board of Trade, Whitehall, February 26, 1856.*

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of Mr. Hemans' letter of the 23d instant, transmitting a memorial from magistrates, landowners, and others, in the county of Longford, in favour of certain level crossings instead of bridges on the Longford Branch of the Midland Great Western Railway.

My Lords have carefully considered this memorial, but having regard to the fact that Parliament has required that these roads should be carried across the railway by means of a bridge, they cannot consider it consistent with their duty to abstain from requiring that bridges should be constructed in compliance with the provisions of the Company's Act.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the Midland Great Western (of Ireland) Railway Company.

Midland Great Western Railway of Ireland Company, Offices, Broad Stone Station, Dublin, February 29, 1856.

SIR,

I HAVE to acknowledge the receipt of your letter of the 26th instant, and in reply to state, that the Board have given directions for a bridge to be built at each of the three unauthorized level crossings on the Longford line.

Yours, &c.
H. BEAUSIRE, *Secretary.*

Captain Galton, R.E.

SIR, *Railway Department, Board of Trade, Whitehall, March 7, 1856.*

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th ultimo, in which you state that the Directors of the Midland Great Western Railway of Ireland Company have given directions for a bridge to be built at each of the three unauthorized level crossings on the Longford line.

In consequence of this assurance by the Directors, and in the expectation that the construction of these bridges will be proceeded with accordingly with all possible expedition, my Lords will direct the postponement, for the present, of the proceedings contemplated in their Lordships' notice of the 13th February last, which was served on the Company on the 16th February last; and if their Lordships find, by the report of their Inspecting Officer, that in the course of the next two or three months the works are continued with due diligence, so as to ensure their completion within a reasonable time, it may become unnecessary for their Lordships to resort to the further prosecution of legal proceedings against the Company.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the Midland Great Western Railway of Ireland Company.

SIR, *Treasury, March 4, 1856.*

WITH reference to your letter of January 22, 1856, I have to request that you will return to me the notice of intended certificate, together with the Attorney-General's case and opinion, and the copy of correspondence and local Acts, with a view to the preparation of the certificate and information, or injunction, or other proceeding.

I am, &c.
JOHN GREENWOOD.

Captain Galton, R.E., &c., &c.

SIR, *Railway Department, Board of Trade, Whitehall, March 7, 1856.*

WITH reference to your letter of the 4th instant, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received from the Secretary of the Midland Great Western Railway of Ireland Company a letter dated the 29th ultimo, in which he states that the Directors of that Company have given directions for a bridge to be built at each of the three unauthorized level crossings on the Longford line.

My Lords have, in consequence, informed the Company, that upon this assurance of the Directors, and in the expectation that the construction of these bridges will be proceeded with accordingly with all possible expedition, they will direct the postponement for the present of the proceedings contemplated in their Lordships' notice to the Company; and that, if their Lordships find, by the report of their Inspecting Officer, that in the course of the next two or three months the works are continued with due diligence, so as to ensure their completion within a reasonable time, it may become unnecessary for their Lordships to resort to the further prosecution of legal proceedings against the Company.

I am, therefore, to inform you that under these circumstances it appears to my Lords that further steps in the proceedings against this Company may be deferred for the present. But if, by reason of the failure of the Company to proceed properly with the works, the necessity should arise for resuming the proceedings, my Lords will communicate with you again on the subject.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

John Greenwood, Esq.

MONMOUTHSHIRE RAILWAY AND CANAL.

Monmouthshire Railway and Canal Company (Restoration of Road in Newport).

MY LORDS, *Newport, Monmouth, February 20, 1855.*

I BEG to forward you a copy of a notice served on me on the 16th instant. I do not know how far your jurisdiction extends in the present instance, as the works are specially provided for by the 10th section of the Company's Act of 1852. At all events, I trust I shall have ample notice if you instruct one of your officers to visit Newport.

Your obedient servant,
THOS. WOOLLETT, *Town Clerk.*

The Lords of the Privy Council, Board of Trade.

(Enclosed in foregoing Letter.)

To the NEWPORT LOCAL BOARD OF HEALTH.

I REQUEST you to take notice, that it is the intention of the Monmouthshire Railway and Canal Company, at or after the expiration of fourteen days from the delivery hereof, to apply to the Railway Department of the Board of Trade to decide whether the road called High Street, in the town of Newport, and the bridge over which the same is carried, have been restored by the Company in a proper manner, and in substantial compliance with the provisions of "The Monmouthshire Railway and Canal Act, 1852," or are calculated to afford equal or greater accommodation to the public using such road and bridge; and if not, to authorize by their certificate any other arrangement or mode of construction in regard to such road and bridge which shall appear to the Lords of the Privy Council for Trade either to be in substantial compliance with the provisions of the said Act, or to be calculated to afford equal or greater accommodation to the public using such road and bridge.

Dated this sixteenth day of February, One thousand eight hundred and fifty-five.

GEO. HARRISON,
Chief Master to the aforesaid Company.

Appendix No. 2.

References under General Acts.

Monmouthshire Railway and Canal Company (Restoration of Road in Newport).

Sir, *Railway Department, Board of Trade, Whitehall, February* 23, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 20th instant, forwarding copy of a notice served by the Monmouthshire Railway Company on the Newport Local Board of Health, relative to the bridge erected by that Company in the High Street of the borough; and, in reply, to inform you that my Lords have not as yet received any application from the Company for the issue of a certificate on the subject; but should any such application be received, my Lords will communicate with you thereon.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

Thos. Woollett, Esq.,
Town Clerk, Newport, Monmouth.

Sir, *Railway Department, Board of Trade, Whitehall, March* 9, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have appointed Lieut.-Colonel Wynne, R.E., to inspect the works connected with the bridge erected by the Monmouthshire Railway and Canal Company over the High Street, Newport; and that that officer has been requested to communicate with you.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary to the
Monmouthshire Railway and Canal Company.

Sir, *Railway Department, Board of Trade, Whitehall, March* 9, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have appointed Lieut.-Colonel Wynne, R.E., to inspect the road called High Street in the town of Newport, and the bridge over which the same is carried by the Monmouthshire Railway Company; and that that officer has been requested to put himself in communication with you upon the subject.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Town Clerk,
Newport, Monmouth.

Sir, *Usk, March* 7, 1855.

I beg leave to forward herewith, for the information of their Lordships, a copy of a notice which has been served by the Monmouthshire Railway and Canal Company upon the Newport Local Board of Health, of the intention of the Company to apply, under the provisions of the 8 Vict. c. 20. s. 66, for the certificate of your Honourable Board with respect to the construction of certain of their works at High Street, Newport; and I am directed to inquire whether their Lordships will be pleased to send down an officer to inspect the work, or desire any further information previously.

I am, &c.
A. Waddington,
Solicitor to the Company.

The Secretary to the
Railway Department, Board of Trade.

Sir, *Railway Department, Board of Trade, Whitehall, April* 11, 1855.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with their instructions, conveyed to me in your letter of the 9th March, directing me to inspect and report upon the construction of the road called High Street, in the town of Newport, and the bridge over which the same has been carried; that having placed myself in communication with the Monmouthshire Railway Company, and with Mr. Woollett, the Town Clerk of Newport, I proceeded to examine the road and bridge which is the subject of the application of the Monmouthshire Railway Company.

The 10th section of the Company's Act (15 & 16 Vict. cap. cxxvi.) enacts, that the approaches to the bridge on the eastward side shall not be steeper than the present inclination of the same roadway, those inclinations varied from 1 in 16½ to 1 in 21; for these there has been substituted 1 in 15; and in order to obtain this slope it has been found necessary to fence off the foot pavement on the north side of the road with a kerb stone and railing, leaving it 16 or 18 inches below the surface of the roadway; if the roadway is brought to an inclination of 1 in 21, not only will the pavement be thrown still farther below the roadway, but there will be a greater length of it to be fenced off.

With a sufficient fence (which the existing one is) on the side of the road adjoining the pavement there is no danger involved to the public by the present arrangement, nor is there any real inconvenience from the slight curtailment in the width of the road by the breadth of the kerb stone, as the road here is wider than the adjoining bridge to the eastward over the Ouse; but having the pavement placed below the road is, undoubtedly, an inconvenience to the possessors of the houses alongside of it, and a deterioration of their property. In order to construct the roadway in the terms of the Act, the Railway Company will be put to some considerable expense in purchasing the property on the north side of the road, or in the amount of compensation they will have to give; and it is for their Lordships' consideration, whether by exercising their powers they will relieve the Railway Company to the inconvenience of the owners of the property. In my opinion, so objectionable an arrangement as placing the foot pavement below the level of the roadway should not be forced either on the owners of the houses or the town commissioners,

I have, &c.
Geo. Wynne,
Lieut.-Col., Royal Engineers.

The Secretary to the
Railway Department, Board of Trade.

Sir, *Railway Department, Board of Trade, Whitehall, April* 18, 1855.

With reference to the application from the solicitor to the Monmouthshire Railway Company, dated the 7th March, requesting that my Lords will be pleased to issue a certificate authorizing certain alterations in the works at the crossing of the road called High Street in the town of Newport by the Monmouthshire Railway Company, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, as the proposed alteration of the road in question would deteriorate the value of the houses on the north side thereof, in consequence of the level of the roadway being raised above that of the foot pavement, it appears to my Lords that they are precluded, by the terms of the sixty-sixth section of the Railways Clauses Act, from sanctioning a mode of altering the road by which "existing private interests" would be injuriously affected in the manner mentioned.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary to the
Monmouthshire Railway Company.

Appendix No. 2.

References under General Acts.

Monmouthshire Railway and Canal Company (Restoration of Road in Newport).

SIR, *Railway Department, Board of Trade, Whitehall, April* 18, 1855.

WITH reference to the correspondence that has taken place between yourself and this department on the subject of the construction of the road called High Street in the town of Newport, and the bridge over which the same has been carried by the Monmouthshire Railway Company, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, as the proposed alteration of the road in question would deteriorate the value of the houses on the north side thereof, in consequence of the level of the roadway being raised above that of the foot pavement, it appears to my Lords that they are precluded, by the terms of the sixty-sixth section of the Railways Clauses Act, from sanctioning a mode of altering the road by which "existing private interests" would be injuriously affected in the manner mentioned.

I am, &c.

The Secretary to the Local Board of Health, Newport. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Usk, Monmouthshire, April* 25, 1855.

I BEG leave to acknowledge the receipt of your letter of the 18th instant, addressed to the secretary of the Monmouthshire Railway and Canal Company, and I am directed to take the liberty of inquiring whether the Company are to infer, from the tenor of your letter, that their Lordships are satisfied (inasmuch as they consider themselves precluded, by the injurious effect which the alteration of the road required by the Local Board of Health would have upon the adjoining houses, from sanctioning such alteration) that the road in question and bridge over which the same is carried have already been properly and sufficiently restored by the Company, or are, in their present state, calculated to afford equal accommodation to the public.

I remain, &c.

To Captain Galton, R. E., Railway Department, Board of Trade. A. WADDINGTON, *Solicitor to the Company.*

SIR, *Railway Department, Board of Trade, Whitehall, April* 27, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant, relative to the alteration of High Street, Newport; and in reply, I am to state that my letter of the 18th instant refers to the mode of altering the road adopted by the Company, with respect to which, in your letter of the 7th ultimo, you applied to their Lorships, requesting them to sanction that alteration by their certificate, under the sixty-sixth section of the Railways Clauses Consolidation Act, but which my Lords consider that they are precluded from so sanctioning, for the reasons stated in my letter above referred to.

I am, &c.

A. Waddington, Esq., Solicitor to the Monmouthshire Railway and Canal Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

NORTH BRITISH RAILWAY.

North British Railway (Parliamentary Cheap Trains).

TO THE HONOURABLE THE SECRETARY OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE AND PLANTATIONS.

MY LORD, *Stow, Edinburghshire, October* 24, 1855.

AT a public meeting held here on the evening of Monday the 22d inst., at which your correspondent was elected chairman, the following resolutions, which I am authorized to make known unto you, were unanimously adopted:—

Resolution 1. That this meeting is of opinion that the North British Railway Company are ever endeavouring *to take advantage of the public*, as is evinced by a comparison of their fares with those of other Railway Companies, and also by their third-class Parliamentary fares, which this meeting considers even a violation of the Act of Parliament relating thereto, namely the 7 & 8 Victoria, cap. 85. clauses VI., X. and XII.*

Resolution 2. That as a case of overcharge resulting from cause referred to in resolution 1, has already been brought before the sheriff of the county, and decree granted in favour of pursuer, notwithstanding which the Railway Company have sued for a re-hearing of the case, which is to take place on Wednesday, the 31st inst.

Resolved, That this meeting watch proceedings in said case, and, as a preliminary step, write to the Board of Trade to solicit the opinion of the Honorable Board thereon.

In compliance with above resolution, I therefore humbly solicit your Lordships' opinion relative to the clauses of Act of Parliament referred to in resolution 1; because as we read said Act we understand it to state expressly that the "Fare or charge for each third-class passenger by such train shall not exceed *one* "*penny* for each mile travelled." The North British Railway Company are charging more than the above fare, as you will perceive from explanations given. Hoping your Lordships will take this matter into consideration, and favour me with a reply at your earliest convenience, and oblige,

I have, &c.

ROBERT SANDERSON.

* *Explanation.*—The distance between Galashiels and Stow, according to the railway tables, is 6¾ miles, the fare is *sevenpence;* between Stow and Fountainhall, 4 miles, fare *fivepence;* consequently the overcharge in the first instance is a farthing, provided the Company are allowed to charge for the fraction of the mile, which privilege the Act does not accede to them, and in the latter instance the overcharge is *one penny.* Other instances might be adduced, but these are what we have to do with in this district.

SIR, *Railway Department, Board of Trade, Whitehall, November* 1, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received from Mr. Robert Sanderson of Stow, Edinburghshire, a letter, in which it is stated that the fares charged for conveyance by the cheap trains of the North British Railway Company in several instances exceed the rate of one penny a mile, limited by the Act 7 & 8 Vict. c. 85.

In particular, that the fare charged between Galashiels and Stow, the distance between which places, according to the time tables, is 6¾ miles, is sevenpence; and the fare charged between Stow and Fountainhall, a distance of four miles, is fivepence.

I am, therefore, to request that you will bring these statements to the notice of the directors, and transmit to me any explanation they may have to offer to their Lordships on the subject.

I am, &c.

To the Secretary of the North British Railway Company. JAMES BOOTH.

SIR, *Railway Department, Board of Trade, Whitehall, November* 1, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th ultimo, submitting copies of resolutions passed at a public meeting held at

Appendix No. 2.

References under General Acts.

North British Railway (Parliamentary Cheap Trains).

Stow, respecting the fares charged to Parliamentary third-class passengers by the North British Railway Company, and to inform you that their Lordships are in communication with the Company on the subject.

I am, &c.

Mr. Robert Sanderson, Stow, Edinburghshire. JAMES BOOTH.

TO THE HONOURABLE THE COMMITTEE OF PRIVY COUNCIL FOR TRADE AND PLANTATIONS.

Stow, Edinburghshire, November 6, 1855.

MY LORDS,

I BEG to acknowledge the receipt of your favour of the 1st instant, and at the same time I humbly crave to inform your Lordships that whatever may be the nature of your communications with the North British Railway Company, in reference to the subject of my letter of the 24th ultimo, they have as yet failed to effect the necessary adjustment of Parliamentary third-class passenger fares, as the enclosed time tables for this month will show. These tables are issued 5th November, and contain the distances between intermediate stations and the fares charged upon such by the Company, and I beg to state, that as far as the fares complained of are concerned, they are identically the same as those issued for October and September. This being the case, your Lordships will perceive that no change is contemplated by the Company, at least for this month.

In the tables to which I crave your Lordships' attention, you will see, pages 12 and 13, that the distance between Fountainhall and Stow is four miles, while the charge is fivepence; and beween Stow and Galashiels, six and three quarter miles, while the charge or fare is sevenpence. And, further, at pages 14 and 15, while the fare is sevenpence from Galashiels to Stow, the table has it sixpence, thus publishing the fare to be sixpence, and people, when they apply at the office for a ticket, are charged sevenpence. Such conduct as this, I humbly think, should be loudly deprecated.

In regard to the case of overcharge, referred to in my letter of the 24th ultimo, John Reavely *versus* the North British Railway Company, I beg to state that although Sheriff Arkley gave a decision in favour of the pursuer on the 10th ultimo, he actually reversed his decision on the 31st ultimo, when the case obtained a re-hearing, and without any defence whatever from the Company, without any stated ground, or justifying clause from the learned sheriff himself, he then gave a decision in favour of the Railway Company. A report of the above case is contained in the *Edinburgh News* of Saturday, and other papers of last week. As the case has been thus decided against the express declaration of Acts of Parliament, the pursuer and others of Her Majesty's subjects in this district have no other alternative but again to appeal to your Honourable Board for redress, and we trust our appeal will not be in vain, but that your Lordships will take the case into consideration, and adopt such means as will secure obedience to the Acts of Parliament which have reference to third-class passenger fares.

I have, &c.

ROBERT SANDERSON.

SIR,

Railway Department, Board of Trade, Whitehall, December 4, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to call your attention to the letter from this office of the 1st ultimo, relative to a complaint made by Mr. Robert Sanderson of Stow, Edinburghshire, as to excess charges for the conveyance of passengers by the cheap trains upon the North British Railway.

With reference thereto, I am to request that you will transmit any explanation the directors may have to offer to their Lordships with as little delay as possible.

I am, &c.

The Secretary of the North British Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR,

Stow, Edinburghshire, January 30, 1856.

AS there is as yet no redress to grievances referred to and complained of in my communications of 24th October and 6th November 1855, viz., as relating to overcharges upon Parliamentary third-class passengers by the North British Railway Company, I am requested again to call the attention of the Honourable the Lords of the Committee of Privy Council for Trade to this matter, and would humbly solicit their Lordships' opinion as to whether the Railway Company has any right to charge *more* than "one penny for each mile travelled," or to charge "one penny" for the *fraction* of a mile when it occurs *between stations*, as instanced in my communications of dates already referred to. A definite answer to the above will be esteemed a favour by the public of this district, and by

Yours, &c.

Capt. Douglas Galton, R.E. ROBERT SANDERSON.

SIR,

Railway Department, Board of Trade, Whitehall, February 6, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 30th ult., requesting to be informed whether the North British Railway Company can charge one penny for the conveyance of a passenger for a fractional part of a mile by their cheap trains.

In reply, I am to inform you that my Lords have been advised by the law officers of the crown in the case of an English Railway Company, that Railway Companies are not entitled to charge for the conveyance of third-class passengers in cheap trains, run under the provisions of the Act 7 & 8 Vict. cap. 85. more than a penny per mile, and for each fraction of a mile a proportionate fraction of a penny.

In consequence of your complaint, the cheap trains at present run by the North British Railway Company have not received the approval of their Lordships; the effect of this is that the Company will not be allowed any remission of duty by the Board of Inland Revenue upon the fares derived from passengers by these trains.

I am, &c.

R. Sanderson, Esq., Stow, Edinburghshire. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR,

North British Railway Company, Secretary's Department, Edinburgh, February 5, 1856.

I ENCLOSE, in triplicate, returns of the Parliamentary trains at present running on this railway.

In sending these returns, will you allow me to inquire whether in the event of any of these trains being altered only a few minutes, such alteration requires to be reported, under the penalty of non-remission of the passenger tax. I am induced to ask this question in consequence of the Board of Inland Revenue having intimated a claim for the tax in respect of certain trains which they say have been run at times not approved. Such, undoubtedly, is the case, arising from slight changes not having been reported. But it appears to me that it would be somewhat hard to mulct for so slight an oversight a Company which has all along provided Parliamentary accommodation in so ample a measure as the North British Company has done.

I am, &c.

Captain Galton, R.E., Railway Department, Board of Trade. J. NAIRNE.

SIR, *Railway Department, Board of Trade, Whitehall, February* 13, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 5th instant, relative to the cheap trains on the North British Railway.

In reply, I am to inform you that any alteration in the time of running a train which has been approved of by this department prevents a Railway Company from obtaining the remission of duty upon the fares of passengers by those trains.

My Lords cannot take into consideration your application for the approval of the cheap trains on the North British Railway until they have received a satisfactory reply to their letter of the 1st November 1855, to which the attention of the Company was called on the 4th December 1855, but of which no notice has been taken.

I am, &c.

The Secretary of the North British Railway Company.

DOUGLAS GALTON, *Captain, Royal Engineers.*

MY LORD, *Carlton Club, March* 12, 1856.

I AM anxious to have an interview with your Lordship on two points relating to the North British Railway Company, of which I am chairman.

1st. On the subject of charges for fractional parts of a mile by cheap (Parliamentary) trains.

2d. In regard to the approval of the said cheap trains which has been requested by the Company, and the remission of certain duties which have been demanded, on account of trivial changes in the time of starting without the renewed approval of the Board of Trade.

With respect to the first, I shall have to bring before your Lordship's notice a letter addressed by Captain D. Galton to a Mr. Sanderson at Stow, of date February 6, 1856; and in regard to the remission of duty, I shall have to deny, on the part of the Company, the receipt of an official notice stated to have been sent from the Inland Revenue Office on the 12th February 1855, warning Companies that the slightest alteration, without notice to and approval by the Board of Trade, would be visited with the penalty.

If I could have an interview to-morrow (Thursday, 13th) at any time between eleven and three it would enable me to leave town at five.

I have, &c.

The Right Hon. Lord Stanley of Alderley.

RICH. HODGSON.

MY LORD, *North British Railway Office, Edinburgh, March* 20, 1856.

IN accordance with the desire expressed by your Lordship at the interview granted to myself and other Directors of the North British Railway Company, on the 13th instant, I beg to lay before you, in writing, the explanation which I tendered in person, in defence of the charges made by the said Company for fractional parts of a mile to passengers by cheap trains, relative to which letters were addressed to the Secretary of the Company by the Railway Department of the Board of Trade, on November 1, and December 4, 1855, and February 13, 1856.

The fares objected to were sevenpence between Galashiels and Stow, a distance of 6¾ miles, 259 yards; and fivepence between Stow and Fountainhall, 4 miles, 108 yards, and the explanation was required in consequence of a communication to the Board of Trade by a Mr. Robert Sanderson of Stow.

At the very time this communication was made the question was *sub judice* in the Scotch court. In October, 1855, Mr. Reavely, a woolsorter in Stow, raised an action against the Company for recovery of one farthing and of one penny, alleged by him to be overcharged in respect of the above-mentioned distances, in contravention of 7 & 8 Vict. c. 85., s. 6. The question was argued at considerable length before Sheriff Arkley of Edinburgh, who took time to consider his decision, and ultimately announced it as the unanimous opinion of himself and the other judges whom he had consulted, that the Company were entitled to charge one penny for a fraction of a mile, however small. Mr. Reavely therefore lost his cause, and paid the costs of the trial.

In a letter, however, addressed to the above-mentioned Mr. Robert Sanderson of Stow, dated February 6, 1856, Captain Douglas Galton writes—"In consequence of your complaint, the cheap trains at present run "by the North British Railway Company have not received the approval of their Lordships; the effect of "this is, that the Company will not be allowed any remission of duty by the Board of Inland Revenue upon "the fares derived from passengers by these trains."

I cannot omit here to repeat formally my protest against the doctrine herein implied, that the sanction of the Board of Trade to cheap trains can be justly or legally withheld, until some extraneous point is conceded by the Company requiring their Lordships' approval.

The running of these trains is not optional, but compulsory, under penalty, by statute. The sanction of the Board of Trade is the guarantee, required by Parliament, that these trains are run at hours and under circumstances reasonably convenient to the public, and any other construction of the Act would place Railway Companies in this dilemma, that if they do not run these trains at all they are liable to a penalty, and if they run them without an approval of the Board of Trade, they likewise incur a penalty, thereby implying an arbitrary power in the Board of Trade, which can exist in no public department, and in this instance the operation of that power in direct defiance of a legal decision, binding on all parties.

I feel confident, however, that the ground taken by Captain Douglas Galton will not be adopted by your Lordship, and that as all reasonable accommodation has been provided to the public by the cheap trains submitted to their Lordships by the Company, these will either be approved at once, or such modification suggested as may seem desirable.

I have by this post transmitted a letter to the Board of Inland Revenue, asking the remission, with the consent of the Board of Trade, of the sum of 222*l.* 4*s.* 10¾*d.*, being the amount which has been charged to the North British Railway Company, in pursuance of the doctrine advanced by Captain Douglas Galton in his letter of the 6th of February last, already quoted.

The technical ground upon which this charge rests, is the trifling alteration in point of time made in the trains previously sanctioned by the Board of Trade; but unless the Board of Inland Revenue can show that the Company received notice (as has been alleged and denied) that the most trivial alteration must in future (that is subsequently to February 12, 1855) be notified to the Board of Trade, in order to avoid the penalty for running without approval, I submit that it would be quite unfair to impose the fine of 222*l.* 4*s.* 10¾*d.* for two months' dereliction from strict compliance with a rule which has been for years previously only very loosely enforced.

I trust, therefore, that the remission of this sum will receive the sanction of their Lordships, in which case it is not the intention of the Company to resuscitate the question of their right to charge one penny for fractional parts of a mile, which right has already been put in abeyance in deference to their Lordships' views.

I have, &c.

The Right Hon. Lord Stanley of Alderley.

RICH. HODGSON, *Chairman.*

Appendix No. 2.

References under General Acts.

North British Railway (Parliamentary Cheap Trains).

North British Railway Company, Secretary's Office, Edinburgh, April 4, 1856.

My Lord,

I have the honour to enclose a copy of a letter received by me from the Inland Revenue Board, in reply to my request that the sanction of the Board of Trade might be obtained to the remission by the Board of Inland Revenue of the duty charged against this Company on passengers by cheap trains since the 5th of November 1855, and now amounting to 390*l.* 9*s* .2*d.*

I have repeated my request to-day, because though it may be technically true that the Board of Trade have no power to remit the duty charged, yet as the Board of Inland Revenue has more than once expressly stated that the duty was demanded in compliance with suggestions from the Board of Trade, I can scarcely suppose that if their Lordships were satisfied that in equity the Company ought not to have been called upon to pay the duty, the Board of Inland Revenue or the Treasury would insist upon retaining it.

I take the liberty of reminding your Lordship that the Company is even now incurring this penalty notwithstanding that their cheap trains have been before their Lordships for approval since the 5th of February last, and that unless Parliament itself should consent to interfere, on the petition of the Company, there seems no limit to the period during which the Company may continue to suffer this grievance from no fault of its own, but simply because in the attempt to meet the requirements of 7 & 8 Vict. c. 85. s. 6., they are prevented by the failure of the Board of Trade to exercise the authority delegated to that Board by Parliament, and which I submit was not intended by Parliament to be arbitrarily exercised or placed in abeyance except under circumstances sufficiently designated in sections 6 and 8 of the same Act.

The only points on which the approval of the Board of Trade is specifically required are—

1. *The hour of starting,* which is to be from time to time fixed by the Directors, subject to their Lordships' approval; and
2. The protection of the carriages in which the passengers shall be conveyed in a manner satisfactory to the Lords of the said Committee.

Section 8 provides that certain relaxations may be authorized by their Lordships, but expressly excepts from their discretion any interference with the statutory fare.

In our case the statute has been interpreted by a court of law, and the Company has been declared to have acted in strict conformity therewith, and yet Captain D. Galton has been permitted up to this time to pledge the Board of Trade to a policy which, until that legal decision shall be reversed, can only be held as oppressive, and adopted to compel the Company to abandon what has been decided to be their right.

I have already intimated my unwillingness to accept the published statements of Captain Galton on this subject as those of the Board which he in that case represented, but the continued abstinence, either from objection or assent, to the cheap trains submitted for approval of their Lordships on the 5th of February entirely consistent with Captain Galton's letter to Mr. Sanderson of Stow, places the North British Railway Company in a dilemma so embarrassing that it my duty to urge upon your Lordship the necessity there is for an early decision on the question I have submitted to the Board over which you preside.

I have, &c.

The Right Hon. Lord Stanley of Alderley,
President of the Board of Trade.

Rich. Hodgson.

Sir,

Railway Department, Board of Trade, Whitehall, April 8, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 20th ultimo, on the subject of the fares charged by the North British Railway Company for the conveyance of Parliamentary third-class passengers upon their line.

My Lords instruct me to inform you that they do not see reason to alter the views they have already taken of the Company's application for approval of the times of starting their cheap trains, and that the rule on which my Lords have proceeded in this case having been adopted in accordance with the opinion of the law officers of the Crown for England, and now confirmed by the opinion of the Lord Advocate for Scotland, and having been uniformly acted upon by the Railway Department since 1847, my Lords consider that until a different construction is put upon the Act 7 & 8 Vict. c. 85. by the decision of one of the superior Courts, the only course open to them, when the cheap trains of Railway Companies are submitted for approval, is to refuse to recognize as cheap trains within the Act, trains of which any of the third-class fares are charged on the principle of reckoning a fraction of a mile as a whole mile.

Before, therefore, they can signify any approval of the North British trains as cheap trains they will require to be furnished with a statement of the fares charged by the Company, in accordance with the forms herewith transmitted.

I am, &c,

R. Hodgson, Esq.,
Chairman of the North British Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Sir,

Corbam Hall, Coldstream, April 15, 1856.

I have the honour to acknowledge the receipt of your letter dated 8th instant, enclosing new forms of schedule relative to cheap trains, which I have directed to be filled up and returned to you immediately.

As no alteration in the fares has been made since the approval of their Lordships was requested on the 5th February last, I trust that the Board of Inland Revenue will have instructions to give effect to such approval from that date.

The cheap trains on the Selkirk Branch form an exception, the line having only been opened on the 5th instant.

I have, &c.

Captain Douglas Galton, R.E.

Rich. Hodgson.

Sir,

The North British Railway Company, Secretary's Department, Edinburgh, April 15, 1856.

By desire of our Chairman I send you herewith, in duplicate, returns of the hours of starting, distances, fares, &c. applicable to the cheap trains run on this railway, as the same were reported on 5th February. The hours continue the same, with the exception of the changes reported by me on the 27th ultimo, and which came into operation on the 1st instant.

The enclosed are only sent in duplicate, as I have not received forms for more. Should a third copy of each be required I shall be happy to write them out on your returning me one of each of the enclosed, with the requisite blank forms. I should be glad also to receive such a number of blank forms as will enable me to retain for future reference copies of the returns now sent.

I am, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade, London.

J. Nairne.

Sir,

Railway Department, Board of Trade, Whitehall, April 18, 1856.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant, transmitting for their Lordships' consideration a return of the cheap train arrangements of the North British Railway Company, and to observe to you that the fares, as specified in the

form herewith returned, between Reston and Berwick and between Edrom and Burnmouth, appear to be in excess of those allowed by the provisions of the Act 7 & 8 Vict. c. 85.

Before, therefore, approving of the trains in question, my Lords will require these fares to be revised in accordance with the Act above referred to; and I am to request that you will forward for their Lordships' consideration an amended return, in triplicate, for which purpose the necessary forms are enclosed herewith.

I am, at the same time, to request that you will forward another copy of the statement of the trains upon the Hawick, Dalkeith, and Musselburgh Branches.

I am, &c.

The Secretary of the
North British Railway Company.

Douglas Galton,
Captain, Royal Engineers.

The North British Railway Company, Secretary's Department,
Edinburgh, April 19, 1856.

Sir,

I am in receipt of your's of yesterday, with its enclosure, and shall alter the two fares you point out.

As I was unable, from want of forms, to retain copies of those I sent you on 15th instant, may I beg that, as requested in my letter of that date, you will return me one copy of each of the Hawick and Musselburgh returns, that I may make the further copies required by you.

I am, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade, London.

J. Nairne.

Railway Department, Board of Trade, Whitehall, April 21, 1856.

Sir,

With reference to your letter of the 19th instant, I am directed by the Lords of the Committee of Privy Council for Trade to return the copies of the statements of the cheap trains upon the Hawick and Musselburg Branches of the North British Railway, as requested by you.

I am, &c.

The Secretary of the
North British Railway Company.

Douglas Galton,
Captain, Royal Engineers.

The North British Railway Company, Secretary's Department,
Edinburgh, April 23, 1856.

Sir,

I now send you herewith—

Three copies return of cheap trains and fares on the main line and branches of this Railway.
Two do. do. do. Hawick line and branches.
Two do. do. do. Selkirk, Musselburgh and Dalkeith branches.

I trust at an early date to receive their Lordships' approval.

I am, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade, London.

J. Nairne.

Railway Department, Board of Trade, Whitehall, April 25, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 23d instant, transmiting an amended return of the cheap train arrangements of the North British Railway Company, and to observe to you that the fare between Linton and Edrom is now in excess of that allowed by the provisions of the Act 7 & 8 Vic. c. 85.

I am, therefore, to request that you will revise the fare in question, for which purpose one of the forms accompanying your letter is returned herewith.

I am, &c.

The Secretary of the
North British Railway Company.

Douglas Galton,
Captain, Royal Engineers.

The North British Railway Company, Head office,
Edinburgh, April 26, 1856.

Sir,

I now return the statement of distances and fares which accompanied your letter of yesterday's date, and have to apologise for the trouble you have had, owing to a mistake of the clerk who copied the statement, the fare between Linton and Edrom, 2*s.* 5½*d.*, being correctly stated in the paper from which he made his copies.

I am, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade, London.

J. Nairne.

Railway Department, Board of Trade, Whitehall, April 30, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 26th instant, enclosing an amended return of the cheap trains of the North British Railway Company, and to convey to you their Lordships' approval, from the 24th instant, of the hours of departure and arrival of the cheap trains upon the North British Railway, as specified in the forms transmitted by you in triplicate, copies of which are returned herewith.

I am, &c.

The Secretary of the
North British Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade, Whitehall, April 30, 1856.

Sir,

With reference to your letter of the 15th instant, requesting their Lordships' approval of the cheap trains of the North British Railway Company from the 5th February last, I am directed by the Lords of the Committee of Privy Council for Trade to inform you, that inasmuch as my Lords did not receive from the North British Railway Company a correct statement of the fares of the passengers by cheap trains on the North British Railway until the 24th instant, my Lords are unable to approve of the trains in question prior to that date.

I am, &c.

R. Hodgson, Esq.,
Chairman of the North British Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Appendix No. 2.

References under General Acts.

North Western Railway (Level Crossing of Tramways near Morecambe).

NORTH WESTERN RAILWAY.

My Lords and Gentlemen, *Cross Hill, Lancaster, April 28, 1855.*

Referring to the North Western Railway Act, 1852, sections 39 and 42, and adding that the plans deposited showed no tramway at all, may I, as Chairman of the Local Board of Health for the District, take the liberty to inquire whether the Railway Company have power to cross the highway on a level with as many tramways as they think fit?

The highway, which is under the charge of the Board of Health, will, in such case, be very materially obstructed.

An early answer will oblige.

I have, &c.
E. Clark.

The Lords of the Committee of Privy Council for Trade.

Sir, *Railway Department, Board of Trade, Whitehall, May 9, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 28th ultimo, relative to the crossing of a public highway by the tramways authorized by the North Western Railway Act, 1852, and in reply, I am to observe that as the 42d section of the Act empowers the Company to carry the "tramway or tramways," by that Act authorized, across and on the level with the road numbered *one* in the deposited plans, in the parish of Lancaster, the Act appears to authorize the level crossing of the road by more than one tramway. I am also to state that, on reference to the plans deposited in this office under the standing orders, in respect of the application to Parliament for the Act, *two* lines of tramway appear to be marked on the plan crossing the above-mentioned road.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

E. Clark, Esq.

My Lords and Gentlemen, *Cross Hill, Lancaster, May 10, 1855.*

I have the honour to acknowledge the receipt of your letter of the 9th instant, and on behalf of the Local Board of Health, am directed to thank you for it.

The North Western Railway Company have made *seven* tramways across the highway on the level.

But from your letter we collect that they have only power to make *two*.

May I ask if they are right in that assumption?

The Act appears to authorize the Company to make such tramways only as are shown in the plan.

None are shown in the plan deposited with the Clerk of the Peace, and only *two* in your plan.

I may add, that the Local Board are of opinion that if seven, or perhaps more tramways across the highway are allowable, there can be no safety for the public unless a bridge is carried over the highway at this locality.

In such case, perhaps, your Board will take cognizance of the matter.

The Local Board have a friendly feeling towards the North Western Company, but they do not wish it to be said hereafter that they have allowed the highway to be spoiled when they might have prevented it.

May I beg the favour of an early reply for the Railway Company wish to carry out some projected works, and press us for an answer, and there is imminent danger of accidents in the present state of the highway.

I have, &c.
E. Clark,
Chairman of the Local Board.

The Lords of the Committee of Privy Council for Trade.

Sir, *Railway Department, Board of Trade, Whitehall, May 15, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, on the subject of the tramways constructed by the North Western Railway Company across a public highway at Morecambe on the level, and in reply, I am to state that the powers of interference given to this Board by the 43d and 44th sections of the Company's Act appear to apply only to level crossings by a railway worked by locomotive power, and not to the tramways in question, which it is presumed it is intended to work with horse power. At the same time, I am to observe that although the Act appears to authorize the level crossing of the road by more than one tramway, and does not specify the number of tramways that may be so made, yet it may be a question whether the works which you state to have been constructed do not involve a more extensive interference with the road than was contemplated by Parliament in granting this power, with reference to the object, described in the preamble of the Act, of making a tramway communication between the railway and the pier. And with the view of enabling their Lordships to judge whether the Company have exceeded their powers in this respect, they have appointed Captain Tyler to inspect the works in question, and report to them on the subject.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

E. Clark, Esq.

Sir, *Railway Department, Board of Trade, Whitehall, June 5, 1855.*

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your letter of the 15th ultimo, I have inspected the level crossing referred to by the Chairman of the Lancaster Board of Health, in his communication of the 28th April.

At the point in question, a public road between the villages of Poulton and Heysham is crossed on the level by the tramways leading from the harbour to the Morecambe Branch of the North Western Railway. The branch is a single line from Lancaster to Morecambe, but a great number of lines have been formed between Morecambe and the beach, some leading to a timber jetty, which has been for some time in use, and others to a stone pier not yet completed, but expected to be ready for opening in the course of a few months. Altogether, there are, at present, 10 lines of railway crossing the public road, within a distance of 78 yards on the old road, and 68 yards on the diverted road (of which mention will presently be made). The Railway Company contend that, under their Act of 1852, they have a right to lay down as many lines of rails as they may require, provided they do not exceed the limits of deviation shown on the Parliamentary plans, whilst the Board of Health are under the impression that the Company have not power to cross the road more than twice on the level, because two lines only are shown on those plans as running across the road.

Two, out of the ten lines of rails, have been laid across the road within the last three months, and the remainder within a period of about a year and a half. The question has now been brought to issue, in consequence of a diversion which the Railway Company are making in the public road, and which they are not able to effect without the sanction of the Board of Health. The Board do not object to the diversion on its own account, and, indeed, there is no doubt that it would be advantageous, as regards both the road and the railway; but they are under the apprehension, that, by sanctioning such a diversion, they would become consenting parties to the additional lines of way which the Company have laid down, and thus deprive themselves of the power of protesting, at any future time, against what they consider to be illegal proceedings on the part of the Company.

Under these circumstances, both the Railway Company and the Board of Health are desirous to obtain their Lordships' opinion, as to whether the Company have exceeded the powers conferred upon them by their Act of 1852, and whether there is any limit to the number of rails with which they may cross the public road within their extensive limits of deviation.

It will be seen that these are purely legal questions, and that it is not, therefore, for me to offer any opinion upon them; but I may remark, that it does not appear, from the Company's Act of 1852, whether the "*tramway or tramways*" therein authorized were intended to be worked otherwise than by horses, whereas, I observe, that the traffic is conveyed on them by engine power; and I may also remark that, although the Company may not, perhaps, be restricted to two lines of railway across the road, simply because only two are marked on the Parliamentary plans, inasmuch as it is not customary to depict on such plans each separate line to be constructed, yet, in granting power to cross the public road on the level, it may not have been contemplated by Parliament that 10 or more lines of way were to be laid over the road in such a manner as to form almost one continuous level crossing of 68 or 78 yards in length.

It is true, that the public road has been much damaged towards Heysham by the action of the sea, and that the traffic upon it is of a limited nature, consisting principally of carts and foot passengers. It will be seen by the enclosed return, which the Chairman of the Local Board of Health has been so good as to prepare for me, that, during 4 days of the week commencing on the 28th May, there were, inclusive of those travelling in both directions,—

	No.	Average per Diem.
Foot passengers	852	213
Horses and carts	107	27
Cows	348	87
Truck with luggage	1	—
Asses	12	3
Horses	12	3
Four-wheel carriages	3	—
Two-wheel carriages	2	—
Waggon	4	1

and it is to be observed, that the Chairman estimates the traffic at four times this amount on more favourable days. But if their Lordships should be of opinion that the Railway Company are crossing the road with their tramways a greater number of times than was contemplated by Parliament in the Act of 1852, it would seem that the Company could not reasonably complain of having to build a bridge at this spot. If, on the other hand, the Railway Company are considered not to be exceeding their powers, they might, by providing good gates, efficient gateways, and proper regulations, prevent the level crossing from being a source of danger, or of much delay to the public.

The traffic over the tramways is, as will be seen by the enclosed return from the Secretary of the Railway Company, very considerable, and the detentions of vehicles and passengers on the road is liable on that account to be both long and frequent.

I have, &c.
H. W. Tyler,
Captain, Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

(Enclosure.)

North Western Railway, Secretary's Office, Lancaster, May 28, 1855.

Sir,

I now enclose you a return of the traffic passing over the level crossing at Morecambe, for three months ending the 30th April last.

I am, &c.
Wm. Whelon,
For W. R. Stephenson.

Captain Tyler, R.E., &c., &c.

(Enclosure.)

North Western Railway.

Return of Traffic from Morecambe Harbour, passing over the Level Crossing inspected by Captain Tyler, R.E., for Three Months, ending 30th April 1855.

Week Ending	Weight passing towards the Pier.	Weight passing from the Pier.	Total.
	Tons. cwts. qrs. lbs.	*Tons. cwts. qrs. lbs.*	*Tons. cwts. qrs. lbs.*
1855, February 3	14 5 1 5	1,105 17 1 0	1,120 2 2 5
„ „ 10	202 4 3 5	2,624 14 3 12	2,826 19 2 17
„ „ 17	31 2 3 9	2,465 5 0 5	2,496 7 3 14
„ „ 24	98 13 0 12	2,479 18 0 10	2,578 11 0 22
„ „ 28	121 3 3 1	1,148 11 0 27	1,269 15 0 0
„ March 3	78 1 0 26	1,106 6 0 22	1,184 7 1 20
„ „ 10	147 4 0 20	2,548 5 0 22	2,695 9 1 14
„ „ 17	174 19 2 13	2,133 16 0 13	2,308 15 2 26
„ „ 24	120 9 2 5	1,448 7 2 27	1,568 17 1 4
„ „ 31	246 17 2 12	2,175 15 2 4	2,422 13 0 16
„ April 7	186 18 0 24	1,983 6 2 20	2,170 4 3 16
„ „ 14	151 13 3 5	1,739 2 1 1	1,890 16 0 6
„ „ 21	203 3 1 23	1,887 19 2 1	2,091 2 3 24
„ „ 28	269 9 3 13	2,452 19 1 11	2,722 9 0 24
„ „ 30	10 9 1 0	434 14 0 25	445 3 1 25
Total	2,056 16 2 5	27,734 19 1 4	29,791 15 3 9

My Lords and Gentlemen,

Cross Hill, Lancaster, June 2, 1855.

Our surveyor has taken the traffic over the highway, as suggested by Captain Tyler, and I beg to enclose it, with the remark that the weather was most unseasonable on the days on which it was taken, and that in fine weather in summer the traffic will be at least fourfold, especially in carriages.

Will you be kind enough now to inform the Local Board whether the tramways crossing the highway on a level should be limited, and to what extent; or whether there should be a bridge over the tramways?

An early reply will oblige.

I have, &c.
E. Clark.

The Lords of the Committee of Privy Council for Trade.

Appendix No. 2.

References under General Acts.

North Western Railway. (Level Crossing of Tramways near Morecambe).

(Enclosed in foregoing Letter.)

—	Male.	Female.	Male.	Female.	Horses and Carts.		Cows.		Truck with Luggage.		Asses.		Horses.		Carriages, 4 wheels, 1 horse.		Carriages, 2 wheels, 1 horse.		W 4 1
	East.	East.	West.	West.	East.	West.	East.	West.	East.	West.	East.	West.	East.	West.	East.	West.	East.	West.	Ea
Tuesday (May 29)	72	7	88	19	19	20	50	181	1	–	3	2	3	3	–	–	–	–	
Wednesday	84	53	86	51	4	6	4	–	–	–	2	1	–	1	1	1	–	1	
Thursday	92	40	89	42	15	20	4	–	–	–	2	–	2	1	–	–	1	–	
Friday	52	21	39	17	13	10	4	105	–	–	1	1	–	2	–	1	–	–	

On Whit Tuesday about 200 Sunday-school scholars and teachers passed over the tramways, and came back the same way. I should say, six times as many people go to the pier head, to the number which go over the tramways.

Sir,

Railway Department, Board of Trade, Whitehall, June 14, 1855.

With reference to your communication relative to the level crossing of a public highway at Morecambe, by the works of the North Western Railway Company, and to my letter to you on the same subject of the 15th ultimo, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have now received from Captain Tyler a report on the matter referred to him.

It appears from this report, that there are at present *ten* lines of railway crossing the road in question, some leading to a timber jetty which has been for some time in use, and the others to a stone pier as yet in the course of construction.

The Company's Act of 1852, empowers them to make and maintain a "pier *or* jetty," but not *both*, and a "tramway or tramways" communicating between the railway at Morecambe and such "pier *or* jetty." When, therefore, the stone pier is completed and opened for public use, it appears that the Company could continue to use and maintain only so many of the lines as form a communication with the *pier*; but the number of lines that may be made for that purpose does not appear to be limited by the terms of the Act, provided they are made within the limits of lateral deviation prescribed by the 15th section of the Railways Clauses Consolidation Act, 8 & 9 Vict. c. 20.

It is stated by Captain Tyler, that these lines, though described as "tramways" in the Act, are, in fact, worked by engine power. It, therefore, appears that the provisions of the 47th section of the Railways Clauses Act, with respect to gates at level crossings, and the 43d and 44th sections of the Company's Act, 15 & 16 Vict. c. 135, would apply to this level crossing, and this Department might, if necessary, interpose under those sections of the last-mentioned Act, to prevent danger or inconvenience to the public at the crossing.

I am, &c.

E. Clark, Esq.

Douglas Galton,
Captain, Royal Engineers.

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

Oxford, Worcester, and Wolverhampton Railway (Insecure State of Two Bridges in the Parishes of Hartlebury and Stone).

My Lords,

Kidderminster, January 26, 1855.

I am directed by the Trustees of the Kidderminster Turnpike Roads to forward your Lordships the enclosed memorial, and most respectfully to ask of your Lordships your earliest consideration.

I have, &c.

Thos. Hallen,
Clerk and Solicitor to the Trustees of the Kidderminster Turnpike Roads.

To the Right Honourable the Board of Trade, London.

(Enclosure.)

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Trustees of the Kidderminster Turnpike Roads.

Showeth,

That a bridge upon the Oxford, Worcester, and Wolverhampton Railway, near to Goodness turnpike gate, in the parish of Hartlebury, in the county of Worcester, is in a most dangerous and insecure state, and has been so for several months last past, and that such bridge crosses one of the roads included in your memorialists' trust.

That your memorialists are apprehensive that some serious accident will occur, attended with loss of life or great injury to the public passing along their road as well as along the said railway.

That baulks and timbers are placed in the turnpike road to prop up such bridge to the great danger and annoyance to the public.

That a strong remonstrance has been sent by your memorialists to the Directors of the said Railway Company on the subject, to which no reply has been given.

That at the meeting of your memorialists, held on the 24th of January instant, the surveyor of your memorialists reported that nothing had yet been done to the said bridge, and that the same remained in the same dangerous state.

Your memorialists therefore pray that your Honourable Board will be pleased to take such steps as you may judge proper as to such bridge for the immediate safety of the public.

And your memorialists will ever pray, &c.

W. B. Best, *Chairman.*

Sir,

Railway Department, Board of Trade, Whitehall, January 27, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 26th instant, enclosing a memorial from the Trustees of the Kidderminster Turnpike Roads, relative to the alleged insecure state of the bridge upon the Oxford, Worcester, and Wolverhampton Railway, near to Goodness turnpike gate, in the parish of Hartlebury, and in reply to inform you that their Lordships have appointed Lieutenant-Colonel Yolland, R.E., one of their inspecting officers to inquire into and report upon the circumstances mentioned in the memorial.

I am, &c.

Thos. Hallen, Esq.,
Clerk to the Trustees of the Roads, Kidderminster,

Douglas Galton,
Captain, Royal Engineers.

SIR, *Railway Department, Board of Trade, Whitehall, January 27, 1855.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a memorial which their Lordships have received from the Trustees of the Kidderminster Turnpike Roads, complaining of the insecure state of the bridge upon the Oxford, Worcester, and Wolverhampton Railway, near to Goodness turnpike gate, in the parish of Hartlebury, and I am to acquaint you that their Lordships have appointed Leieutenant-Colonel Yolland, R.E., one of their inspecting officers, to inquire into and report upon the circumstances stated by the memorialists.

I am, &c.,
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary to the
Oxford, Worcester, and Wolverhampton Railway Company.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, January 29, 1855.

SIR,

I BEG to acknowledge the receipt of your letter of the 27th inst., and in reply to inform you that the resident engineer of the Company (Mr. Whitton) is instructed to attend Lieutenant-Colonel Yolland on his viewing the Goodness gate bridge, whensoever it may suit Colonel Yolland's convenience to make the inspection.

Mr. Whitton's office is at the Worcester Station.

I am instructed to add that the bridge in question is constructed of timber, and was executed on Mr. Brunel's designs, and having been found to be weak, it has been temporarily strengthened by timber balks resting on the turnpike road, and such mode of strengthening having been disapproved of by the Road Trustees, the Directors have made arrangements for adding iron girders sufficient, as they are advised, for all purposes; and so soon as these girders can be obtained and fixed, the timber supports complained of shall be removed.

I have, &c.
NOEL THOS. SMITH, *Secretary.*

Captain D. Galton, R.E.,
Railway Department, Board of Trade.

SIR, *Railway Department, Board of Trade, Whitehall, February 23, 1855.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which their Lordships have received from their inspecting officer, relative to the safety of the bridge upon the Oxford, Worcester, and Wolverhampton Railway, near to the Goodness turnpike gate, in the parish of Hartlebury; and to express the hope of my Lords that the Directors will attend to Colonel Yolland's recommendations, both as regards that bridge and the other bridge therein mentioned.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary to the
Oxford, Worcester and Wolverhampton Railway Company.

SIR, *Railway Department, Board of Trade, Whitehall, February 23, 1855.*

WITH reference to my letter to you of the 27th ultimo, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Trustees of the Kidderminster Turnpike Roads, the enclosed copy of a report which their Lordships have received from their inspecting officer, relative to the bridge upon the Oxford, Worcester, and Wolverhampton Railway, near Goodness turnpike gate, in the parish of Hartlebury.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary to the
Trustees of the Kidderminster Turnpike Roads.

(Enclosure.)

SIR, *Railway Department, Board of Trade, Whitehall, February 13, 1855.*

IN compliance with the instructions contained in your letter of the 27th ult., after making an appointment with the Chairman of the Trustees of the Kidderminster Turnpike Roads, and the Secretary of the Oxford, Worcester, and Wolverhampton Railway Company, I made an inspection of the bridge upon the Oxford, Worcester, and Wolverhampton Railway, near to Goodness turnpike gate, in the parish of Hartlebury, on the 8th instant, in the presence of two of the trustees and of their clerk and surveyor, in conjunction with the resident engineer of the railway; and I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the attention of the resident engineer has been directed to the weak state of the bridge for several months past, and he had, in October last, taken the necessary steps for ensuring the safety of the public travelling on the railway, and on the turnpike road, by supporting each line of rails on balks resting on the turnpike road, placed at the side of the road, thus diminishing the bearing from 25 to 15 feet as a temporary measure, until the best means of strengthening the bridge could be decided on; that on the receipt of a communication from the Trustees of the Kidderminster Turnpike Roads, the resident engineer forwarded to them a sketch showing the manner in which the Railway Company proposed to strengthen the bridge; but as this proposition involved a diminution in the height of the roadway, or the lowering of the road, the project was objected to by the Trustees, and thereupon, the Railway Company decided on replacing the wooden bridge by one supported on cast-iron girders, and they immediately took measures for carrying their intentions into effect by ordering the girders to be prepared, and they are now making arrangements for passing the traffic on one line of rails over the bridge, whilst tbe other is being replaced.

The present structure has been rendered perfectly safe, by the temporary measures adopted by the resident engineer, and, I am informed, the contractor has engaged to deliver the cast-iron girders prior to the end of this month.

I beg, however, to call their Lordships attention to the fact, that this bridge was objected to as "too slight" by the inspecting officer of this Department in his report of inspection dated the 1st May 1852, wherein he states that "the engineer has given orders for it to be strengthened," and particularizes the manner in which it was to have been done. A copy of this report was sent in the usual manner, for the information of the Directors of the Oxford, Worcester, and Wolverhampton Railway Company, but the undertaking on the part of the engineer does not appear to have been carried into effect.

The Trustees of the Kidderminster Turnpike Roads subsequently represented to me the insecure state of a brick bridge upon the Oxford, Worcester, and Wolverhampton Railway, near the "Mare and Colt" in the parish of Stone, and I therefore proceeded to the spot and examined it. The arch has altered considerably from its original form, but I have no means of ascertaining whether such alteration took place immediately the centre was struck, or at a later period; there are also four cracks in the brickwork, one nearly under each line of rails, but the brickwork appears good, so that unless there should be a large amount of rain, followed immediately

Appendix No. 2.

References under General Acts.

by excessive hard frost, I see no reason for doubting the stability of this bridge. I would, however, recommend that the attention of the Directors of the Oxford, Worcester, and Wolverhampton Railway Company should be called to the propriety of having its state carefully looked to at short intervals of time.

I have, &c.

Captain Galton, Royal Engineers, &c., &c. W. Yolland,
Lieut.-Col., Royal Engineers.

Oxford, Worcester, and Wolverhampton Railway (Insecure State of Two Bridges in the Parishes of Hartlebury and Stone.)

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, February 24, 1855.

Sir,

I beg to acknowledge the receipt of your letter of yesterday's date, enclosing a copy of Lieutenant-Colonel Yolland's Report on the state of two bridges; one near Goodness turnpike gate, the other in Stone parish.

I will loose no time in bringing the matter under the notice of the Directors and the engineer of this Company.

I am, &c.

Captain D. Galton, R.E.,
Railway Department, Board of Trade. Noel Thos. Smith, *Secretary.*

PEEBLES RAILWAY.

Peebles Railway (Mode of Closing Gates at Level Crossings).

Sir,

Secretary's Office, Peebles, November 23, 1855.

I am instructed by my Directors to apply to you in reference to the gates at level crossings. There being no traffic on the Peebles line on Sundays, and during night, it appears to them to be more conducive to the public safety to keep the gates shut and locked across the railway during such times when there is no traffic on the line. In these circumstances, an order from the Board of Trade is respectfully requested for the keeping of the gates shut and locked across the railway on Sundays, and during night, when there is no traffic on the line.

I am, &c.

Captain Douglas Galton, R.E. John Bathgate.

Sir,

Railway Department, Board of Trade, Whitehall, November 27, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 23d instant, relative to the gates at level crossings on the Peebles Railway, and in reply I am to state, that it appears to my Lords that the 40th section of the Railway Clauses Consolidation (Scotland) Act, empowering them to order the gates to be kept closed *across the railway*, if they consider such an arrangement more conducive to safety than the ordinary practice, enables them only to order the gates to be kept *constantly* so closed, except during the passage of trains, and does not authorize them to order the gates to be so closed merely during the night and on Sundays, as proposed in your letter.

I am, &c.

Douglas Galton,
Captain, Royal Engineers.

The Secretary of the Peebles Railway Company.

Sir,

Secretary's Office, Peebles, December 8, 1855.

Referring to your letter of the 27th ultimo, I am instructed to state, that in the circumstances, it will be more conducive to the public safety were the gates kept constantly shut across the railway; and I have, therefore, to crave the sanction of the Lords of the Committee of Privy Council for Trade to such an arrangement.

I have, &c.

Captain D. Galton, R.E.,
Railway Department, Board of Trade. John Bathgate.

Sir,

Railway Department, Board of Trade, Whitehall, December 28, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of Lieut.-Col. Yolland, R.E., the officer to whom my Lords referred your application for authority to close the gates at the level crossings of the Peebles Railway across the railway, instead of across the roads.

My Lords instruct me to inform you that, under the circumstances stated in the report, they are unable to comply with your request.

I am, &c.

The Secretary of the Peebles Railway Company. James Emerson Tennent.

(Enclosure.)

Sir,

Railway Department, Board of Trade, Whitehall, December 24, 1855.

In compliance with the instructions contained in your letter of the 17th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that there are no peculiarities of construction in the level crossings, nor any particular circumstances affecting the traffic which passes along the roads crossed by the Peebles Railway on a level, as to render it expedient to depart from the ordinary practice of keeping the gates at these level crossings closed across the roads. It is stated that there will only be four trains passing along this line of railway in each direction during the day, and none during the night or on Sundays; and I imagine the application from the Peebles Railway Company must have reference more especially to the convenience of the gatekeepers than to the safety of the public. I am unable to state that the proposed arrangement will in any way prove more conducive to the public safety than the ordinary practice.

I have, &c.

W. Yolland,
Lieut.-Col., Royal Engineers.

Captain Galton, R.E., &c., &c.

Appendix No. 2.

References under General Acts.

Staines, Wokingham, and Woking Railway (Alteration of Curves).

STAINES, WOKINGHAM, AND WOKING RAILWAY.

Sir, *5, Lincoln's Inn Fields, August* 8, 1855.

I beg herewith to forward two tracings, the one showing two curves of the line at the junction with the London and South Western Railway Company at Staines, as authorized by the deposited plans of the Company, and of the alterations which it is proposed to make in the radius of each curve, the other showing a curve of the line at the junction with the Reading, Guildford, and Reigate line at Wokingham as authorized, and the proposed alteration.

The original curves are shown in the tracings in black, and the proposed alterations in red.

The object of the alterations in the curves at the junction at Staines is in order to effect the junction to west of the station of the South Western Company at that place, instead of the east, and thereby to enable the trains to use that station without the inconvenience of backing, by which it is conceived the line will be more conveniently worked for the public.

These proposed alterations require the authority of your Board, and I bring them under your notice, hoping they will meet your approval, and in that case, with a request that you will be so good as to grant the Company a certificate under the 14th section of the Railways Clauses Consolidation Act.

I have, &c.

The Secretary of the Railway Department, Board of Trade. S. G. Noyes.

August 22, 1855.

I have examined the proposed alteration in the curves on the Staines, Wokingham, and Woking Railway as shown in the accompanying tracings. As the place of the proposed alterations in the curves occurs close to the terminal stations at either end of the line, where the trains must necessarily proceed at very reduced speeds, I do not apprehend that any danger can arise from their being allowed.

The Secretary of the Railway Department, Board of Trade. G. Wynne, *Lieut.-Col., Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, August* 28, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying certificate, duly signed, authorizing the alteration of certain curves upon the Staines, Wokingham, and Woking Railway.

I am, &c.

The Secretary to the Staines, Wokingham, and Woking Railway. Douglas Galton, *Captain, Royal Engineers.*

(Enclosure.)

Whereas by "The Staines, Wokingham, and Woking Railway Act, 1853," the Staines, Wokingham, and Woking Railway Company were authorized to make and maintain a railway, commencing by a junction with the Windsor Branch of the London and South Western Railway at Staines, and terminating by a junction with the Reading, Guildford, and Reigate Railway near Wokingham, with a branch to the London and South Western Railway near Woking, and such railway is now in the course of construction; and whereas the said Company have applied to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, for their certificate for the purpose of authorizing the construction of the said railway, with the curves herein-after mentioned: Now, therefore, the Lords of the said Committee, in pursuance of the provisions for this purpose contained in the Railways Clauses Consolidation Act, 1845, (incorporated with the said recited Act,) do hereby certify, that it will be consistent with the public safety, and not prejudicial to the public interest, that in a part of the line of the said railway, situate in the parish of Staines, in the county of Middlesex, and in the parish of Egham, in the county of Surrey, between the point of junction of the said line with the London and South Western Railway in the said parish of Staines, marked upon the plan of the said railway referred to in the said recited Act, and a point on the said line marked seven furlongs on the same plan, the railway should be constructed with a curve of sixteen chains radius for a distance of twenty-five chains, and with a curve of twenty-four chains for a further distance of forty chains or thereabouts, and, further, that in a part of the line of the said railway for a distance of forty chains, terminating by a junction with the Reading, Guildford, and Reigate Railway, and situate in the parish of Wokingham, in the county of Berks, upon the plan of the said railway referred to in the said recited Act, the railway should be constructed with a curve of thirty chains radius; and the Lords of the said Committee do hereby authorize the said Staines, Wokingham, and Woking Railway to construct the herein-before mentioned portions of the said railway with such curves respectivelyas aforesaid.

Signed by order of the Lords of the said Committee, the 28th day of August One thousand eight hundred and fifty-five.

(Signed) Douglas Galton,
One of the Assistant Secretaries of the said Committee.

Taff Vale Railway (Closing of Navigation Station).

TAFF VALE RAILWAY.

My Lords, *Merthyr Tydvil, Glamorganshire, October* 24, 1855.

The Taff Vale Railway Company have for many years had a first-class passenger station at the junction of their line with the Aberdare Railway.

Some differences have arisen between the Taff Vale Company and the owner of a property immediately adjoining, on part of which a tavern is built, the rest being converted into a market garden. The Company (quite vexatiously) have refused tickets at the station to parties visiting that house, although it is the only place where refreshments can be had at the station, and notwithstanding that a right of way to the house was reserved by the deed conveying the site of that part of the line; actions have been brought against the Company for thus refusing to carry passengers and damages have been recovered in each case.

The Company, in furtherance of a resolution to injure the owner of this property, have now given notice of an intention to close the station altogether, notwithstanding the great public inconvenience this will occasion, and the depreciation of adjoining property on which houses have been erected on the faith of the continuance of the station.

I am solicitor for Mr. Hoare, the lessee and occupier of the tavern, who holds for a long term of years at a rent of 180*l.* a year, and he has instructed me on his own behalf, and on behalf of the public, to desire that your Board will interfere to prevent the Taff Vale Railway Company from discontinuing the station.

Appendix No. 2.

References under General Acts.

Taff Vale Railway (Closing of Navigation Station).

A great many passengers travel to and from the station, but the mineral traffic of the railway is so enormous that the Company, it is understood, would, if possible, be glad to get rid of all passenger traffic.

Notices have been given in the newspapers of an intention to discontinue issuing tickets at the station. I need not point out the great evils of such a proceeding, nor the dangerous consequence of such a power to destroy the established traffic of a locality, if such power exists, but I apprehend the directors have no authority to commit the wanton injury they contemplate.

I have, &c.

The Lords Commissioners of the Board of Trade. Wm. Simons.

My Lords, *Merthyr Tydvil, November 2, 1855.*

I made a communication to your Lordships on the 24th ult. with respect to an act of intended aggression by the Taff Vale Railway Company on public rights. Since that communication, the Company have carried their notified intentions into effect, and the Navigation Station is now actually closed against all passenger traffic.

This proceeding is avowed as intended to drive Mr. Danes, the gentleman with whom the Company have the difference adverted to in my last, into a compromise.

In addition to the facts mentioned in the previous communication, I have to inform your Lordships that, under the Aberdare Railway Company's Act, its eastern terminus is at the junction with the Taff Vale Railway at the Navigation Station.

The Aberdare line being in lease to the Taff Vale Company, that Company refuse to issue tickets along the Aberdare line from or to the Navigation Station.

I am anxious to obtain a reply to my previous letter, so that arrangements may be made to terminate this wanton act on the part of the Taff Vale Company.

I am, &c.

The Lords Commissioners of the Board of Trade, London. Wm. Simons.

Sir, *Railway Department, Board of Trade, Whitehall, November 3, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th ult., in which, on behalf of Mr. Hoare, the lessee of a tavern adjoining the station of the Taff Vale Railway, at the junction of that line with the Aberdare Railway, you complain of a notice given by the Taff Vale Railway Company of their intention to discontinue issuing tickets to passengers at that station, and also your letter of the 2nd inst., in which you state that the Company have now actually closed the station for passengers.

With reference to your communication, I am to observe that by the Railway Traffic Regulation Act of 1854, 17 & 18 Vict. c. 31. the duty is imposed on every railway company of affording, according to their respective powers, all reasonable facilities for the receiving and forwarding and delivering upon and from their railways, of all traffic, including passengers as well as goods, without any undue preference in favour of any particular person or any particular description of traffic. And the Act provides a summary mode of procedure to which parties aggrieved by any contravention of the Act on the part of a railway company may resort for the purpose of enforcing compliance with its provisions. If, therefore, the passenger traffic at the station in question should be of such an amount that the continuance of the use of the station for its transmission would be no more than a reasonable accommodation with reference to the amount of that traffic, and the other circumstances of the case, it might be a question for the consideration of persons, who, like your client, are more immediately interested in the traffic, whether proceedings should not be taken against the Taff Vale Railway Company, with the view of obliging them to continue the same accommodation in this respect that has hitherto been afforded. But as the proposed measure is complained of principally as affecting private interests, or at any rate the interests of only a very limited portion of the public, it appears to my Lords that this is not a matter in which they would be justified in interfering.

I am, &c.

Wm. Simons, Esq. James Booth.

My Lords, *Merthyr, November 13, 1855.*

I am in receipt of your communication of the 3d instant, No, 2960, with respect to the conduct of the Taff Vale Railway Company in closing the Navigation Station.

I distinctly informed your Lordships that my communication was on behalf of Mr. Hoare and the *public*. The station is one of the most important on the line, and it is in fact the terminus of the Aberdare Railway, which there forms a junction with the Taff Vale line. By the regulation and change complained of, access to or egress from this terminus of the Aberdare line is altogether prevented.

The station is in the midst of a most important mineral district, with a large surrounding population rapidly increasing with the development of the mineral resources of the locality. There are also several gentlemen's seats in the neighbourhood. The station is also situated at the junction of the Aberdare and Taff Valleys, and close to the junction of the Aberdare canal with the Glamorganshire canal, and of the Aberdare turnpike road with the Merthyr and Cardiff turnpike road.

The passengers traffic to it was equal to half of that to this town, and the act of closing it grievously affects the whole locality and the public at large. Public meetings would have been convened ere this, had it not been arranged that I was to make communication to your Lordships with the view of obtaining redress, and I must confess that I am quite at a loss to understand the reasons given by your Lordships for not interfering. It is erroneous to suppose that the interests of only a very limited portion of the public is affected, or that I complained of the act as principally affecting an individual. The complaint was that the Railway Company had, to injure an individual, wantonly perpetrated an act not only to the serious detriment of himself, but that the public were thereby most seriously inconvenienced and injured.

I have now to inform your Lordships that public meetings are being convened in this and surrounding towns, to enforce on your Lordships' attention the necessity of adopting immediate proceedings to abate the wrong. Did the Great Western Railway Company close the Reading station, would not your Lordships interfere to prevent the continuation of such an injurious act? The navigation district is of infinitely more importance than that of Reading, as it is situated in the centre and in the most commanding position of the South Wales mineral field, and it appears to the residents of this country that the wrong done by the Taff Vale Company is only aggravated in its character by the fact that it was committed to gratify private malignity.

I am, &c.

To the Lords Commissioners of the Board of Trade. Wm. Simons.

Sir, *Railway Department, Board of Trade, Whitehall, November 19, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th inst., on the subject of the refusal of the Taff Vale Railway Company to issue passen-

gers' tickets at the Navigation Station of their line, and in reply I am to observe that the only grounds of complaint, of which any particulars were stated in your previous letters, related to the injury that the closing of the station would occasion to the interests of your client, Mr. Hoare, and other owners of property in the vicinity of the station. At the same time I am to inform you that my Lords will be ready to take into consideration any statements that in the proposed memorials, referred to in your letter, may be laid before them with the view of showing that interests of a more extensive description are affected by the proceeding in question.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

My Lords, *Merthyr, November* 19, 1855.

I forward your Lordships herewith a copy of resolutions agreed to at a public meeting in this borough on the 16th instant.

The meeting was one of the most respectable and numerously attended ever held in the town. Permit me to hope your Lordships will without delay adopt the necessary means to put an end to the great inconvenience and injury the town and locality suffers in consequence of the closing of the Navigation Station by the Taff Vale Railway Company.

I have, &c.
Thos. Price.

The Lords Commissioners of Board Trade, London.

(Enclosure.)

At a public meeting of the inhabitants of the Borough of Merthyr Tydvil, in the county of Glamorgan, duly convened and held at the Temperance Hall, on Friday, the 16th of November, 1855, in pursuance of a requisition to the High Constable of h borough:—

It was unanimously resolved—

1st. That the conduct of the Taff Vale Railway Company in closing the Navigation Station against all public traffic, so as to carry out their hostility against private individuals, is a gross violation of public duty.

2d. That the Navigation Station being situated at the junction of the Aberdare and Taff Vale Railways, which are independent lines, although the Aberdare line is in lease to the Taff Vale Company, could not in the opinion of this meeting be rightly closed, as thereby access to and egress from one terminus of the Aberdare Railway is altogether prevented.

3d. Considering that a large traffic has hitherto been carried on at the Navigation Station, and that it has been in full use ever since the opening of the Taff Vale line, and that it has been thus dedicated to the public, and considering also that it is locally situated in the midst of a most important mineral district, with a large surrounding population, and which population is rapidly increasing with the development of the mineral resources of the neighbourhood—the station being also situated at the junction of the important valleys of the Taff and Aberdare, and also close to the junction of the Aberdare and Merthyr and Cardiff turnpike roads, and to that of the Aberdare canal with the Glamorganshire canal, the closing of the station is a most serious grievance affecting all the inhabitants of the locality and the public at large.

4th. That the closing of the station against goods and passenger traffic, and compelling parties travelling to or from the Navigation district to alight or join the line at the Incline Top Station, to which there is no right of road or footway, is a most vexatious, injurious, and unjustifiable proceeding.

5th. That by the present mode of conducting the traffic the public have (although every train stops several minutes at the Navigation Station), to pass through the station to one a considerable distance beyond, while their business may be at or near the Navigation Station—and that persons wishing to travel to Aberdare are thus unnecessarily delayed nearly three hours on their route.

6th. That the Taff Vale Railway Company have by the means mentioned, violated the enactments of the 7th & 8th Vict. cap. 85, sec. 6, providing for the establishment of cheap trains along railways.

7th. That the inhabitants of this borough, and the public at large, are greatly inconvenienced and injured by the misconduct of the Taff Vale Railway Company as before explained.

8th. That the member for the borough of Merthyr be requested to communicate on the subject with the Board of Trade, so that immediate proceedings may be adopted to put an end to the present inconvenience and to abate the grievance complained of, and to restrain the Taff Vale Railway Company in future from indulging in such vindictive measures of aggression against individuals to the public injury.

9th. That copies of these resolutions be immediately forwarded to the Board of Trade and the local members of Parliament.

10th. That the Board of Trade be requested to send an Inspector to inquire into the facts, and to examine the locality, so that the Board may properly estimate the aggravated conduct of the Company, and thus be in a position to apply to Parliament in case of need, for power to restrain similar misconduct in future by this or any other railway company.

11th. That these resolutions be advertised in the *Times*, *Star of Gwent*, *Bristol Mercury*, *Silurian*, and *Telegraph* newspapers.

That the thanks of this meeting be given to the High Constable for his conduct in the chair.

Thomas Price,
High Constable.

Sir, *Railway Department Board of Trade, Whitehall, November* 30, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th instant, in which you transmitted a copy of resolutions of a public meeting of inhabitants of Merthyr Tydvil, complaining of the closing for passenger and other traffic, of the Navigation Station at the junction of the Taff Vale and Aberdare Railways, and requesting the interference of their Lordships in the matter.

In reply to your communication, I am to observe that the only distinct allegation in the resolutions of any breach of the law on the part of the Railway Company, relates to the supposed violation of the provisions of the Act 7 & 8 Vict. c. 85, relating to cheap trains. But the station being at present closed against *all* passenger traffic, it does not appear to their Lordships that there has been any infringement of this Act in discontinuing the taking up and setting down at this station of passengers by the Company's cheap trains.

At the same time I am to remark, that if the principal facts mentioned in the resolutions are correctly stated, the question might arise, whether with reference to the amount of traffic at this station and the other circumstances of the case, the use of the station for the transmission of that traffic is not such an accommodation as it is reasonable the Company should afford; and whether in closing the station the Company have not acted in contravention of the Act of the 17 & 18 Vict. c. 31, for the regulation of traffic on railways, the third section of which enables persons aggrieved by a violation of the Act on the part of a railway company, to apply to the Court of Common Pleas in a summary way, with the view of enforcing the provisions of the Act against such Company. And although a power is reserved to their Lordships of directing proceedings under the Act in certain cases where they may think it necessary so to interfere. it appears to them that in the present instance it may properly be left to persons who, as inhabitants of Merthyr Tydvil and other adjacent places, suffer injury and inconvenience from the closing of the station, to take such proceedings as they may be advised for obtaining redress of the grievance they complain of.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

Thomas Price, Esq.

Sir, *Railway Department, Board of Trade, Whitehall, November* 30, 1855.

With reference to your letters addressed to this Department on the subject of the closing of the Navigation Station by the Taff Vale Railway Company, I am directed by the Lords of the Committee of the Privy Council for Trade to inform you that their Lordships have received from Mr. Price, High Constable of the Borough of Merthyr Tydvil, a copy of resolutions of a meeting of inhabitants of that borough relative to the matter above mentioned.

After carefully considering the circumstances stated in the resolutions and in your communications, it has appeared to my Lords, that although a power is reserved to them, by the Act for regulating traffic on railways,

Appendix No. 2.

References under General Acts.

Taff Vale Railway (Closing of Navigation Station.)

Byelaws.

Glasgow and South Western Railway.

17 & 18 Vict. c. 31, of directing proceedings under that Act, in certain cases when they may think it necessary so to interfere, yet in the present instance it may properly be left to persons who, like your client, Mr. Hoare, suffer injury and inconvenience from the closing of the station, to take such proceedings as they may be advised for obtaining redress of the grievance they complain of.

I am, &c.

William Simons, Esq. DOUGLAS GALTON,
Captain, Royal Engineers.

GLASGOW AND SOUTH WESTERN RAILWAY.

Glasgow and South Western Railway, Secretary's Department, Glasgow, April 2, 1855.

SIR,

THERE are loud and numerous complaints in Scotland of the robberies committed in railway trains by card-players, who induce unwary passengers to play and bet with them, notwithstanding the cautions given by railway officers of the character of the parties.

I believe every Railway Company in Scotland has tried more or less to put a stop to this nuisance, but hitherto ineffectually, and we have repeatedly endeavoured to get these parties punished by taking them before the authorities, but we have been met with the statements, either that they have *no power* to punish such an offence, or that they have no territorial jurisdiction; that is, that the offence has been committed in a train rapidly travelling through various districts, all under separate authorities.

My Directors have requested me to write to you on this subject, to learn *whether* it is probable that the Government will bring in any general measure to put down this nuisance, or *whether* in the event of this Company enacting a stringent byelaw against such practices, the Board of Trade will give the necessary sanction for enforcing it.

We are under the belief that although we know some of the parties, we cannot refuse to book them as passengers.

Your early reply will oblige,

Yours, &c.

Captain Galton, R.E., Secretary, J. F. SMITH, *Secretary.*
Railway Department, Board of Trade, London.

For Company's power to make byelaws, see 1 Vict. cap. 117. s. 187.

Railway Department, Board of Trade, Whitehall, April 5, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 2d April, on the subject of the annoyance to the public arising from the practices of gamblers travelling in the carriages of the Glasgow and South Western Railway Company, and in reply I am to inform you that it appears to my Lords to be competent to the Company to make a byelaw for the prevention of these practices, and my Lords will be prepared to consider any byelaw that the Directors may think well adapted for effecting that object.

I am, &c.

The Secretary of the DOUGLAS GALTON,
Glasgow and South Western Railway Company. *Captain, Royal Engineers.*

Railway Department, Board of Trade, Whitehall, May 9, 1855.

SIR,

WITH reference to the proposed byelaw for the prevention of gambling in the carriages of the Glasgow and South Western Railway Company, transmitted for the consideration of the Lords of the Committee of Privy Council for Trade, I am directed to inform you that my Lords will be prepared to signify their allowance of this byelaw on transmission of a copy in duplicate under the Company's seal. One of those copies will then be returned to you, with the certificate of their Lordships' approval, and the other copy recorded in this department.

For this purpose I enclose the draft byelaw, in which some verbal alterations that seemed requisite have been made, and the concluding words, "forfeiting at same time his ticket," have been struck out, as they appear to be superfluous, expressing no more than is necessarily included in the power of removing the offender, and are not contained in the Company's other byelaws, for the enforcement of which the same power of summary interference is resorted to. And I am to request that the draft may be returned to me with the sealed copies.

I am, &c.

The Secretary of the DOUGLAS GALTON,
Glasgow and South Western Railway Company. *Captain, Royal Engineers.*

Glasgow and South Western Railway, Secretary's Department, Glasgow, June 25, 1855.

SIR,

WITH reference to your official letter of 9th May last, I beg to state that our Chairman, the Lord Provost of the city of Glasgow, called twice for you in Whitehall, to show you a slight alteration which we are anxious to make on our proposed byelaw for the prevention of gambling on the railway. The alteration is necessary by the difficulty we occasionally experience in getting magistrates to act when the jurisdiction is a matter of question. In order that you may see the alteration more easily, I send you the draft of the proposed byelaw previously approved of, with the addition in red ink.

It will be a favour to us if you will allow me to hear from you as soon as convenient, as we are extremely anxious to put the nuisance down.

Yours, &c.

Captain Galton, R.E., J. F. SMITH, *Secretary.*
Secretary, Railway Department, Board of Trade.

(Enclosure.)

BYELAW made by the Glasgow and South Western Railway Company, for regulating the travelling on their Railway.

GAMING is strictly prohibited in the carriages of this Company. No person shall play or attempt to play games of chance of any description, or shall ask or solicit any person to play any such games in any of the carriages of this Company. Any person offending against this byelaw is hereby subjected to a penalty not exceeding Five Pounds, *to be recoverable before any sheriff, or two justices of the county, or any magistrate*

acting for the district within which such offence shall have been committed, or where such offender shall be apprehended; and in addition to incurring the said penalty, *the offender may* be immediately, or if travelling, at the first opportunity, removed from the Company's premises or carriages.

Sir, *Railway Department, Board of Trade, Whitehall, June* 28, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant, relative to an alteration which the Directors of the Glasgow and South Western Railway Company are desirous of making in their proposed byelaw for the prevention of gambling, by the introduction of a provision that the penalty shall "be recoverable before any sheriff or two justices of the "county, or any magistrate for the district within which such offence shall have been committed, *or where* "*such offenders shall be apprehended.*"

In reply, I am instructed to observe that this provision, in affecting to determine the mode in which the penalty is to be recoverable and the jurisdiction of the magistrate who is to take cognizance of the offence, appears to deal with matters to which the Company's power of making byelaws does not extend, and which are regulated by the provisions of the Company's Acts, so far as those Acts contain any special enactments on the subject, or in other respects by the general law.

For these reasons, my Lords consider the proposed alteration to be liable to objection, and are not prepared to assent to its adoption.

I am, &c.

The Secretary of the
Glasgow and South Western Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Glasgow and South Western Railway, Secretary's Department,
Sir, *Glasgow, July* 17, 1855.

I have now the honour to enclose to you the byelaw which the Directors of this Company enacted this day for the prevention of gambling, &c., on the railway. I request that you will return me one of these copies with the proper certificate of the Committee of Her Majesty's Privy Council for Trade, &c., signifying their allowance and approval of the said byelaw.

I also return you the draft which was previously submitted to their Lordships, in order to save you trouble of again revising it.

I have, &c.

Captain Galton, R. E.

J. F. Smith, *Secretary.*

Sir *Railway Department, Board of Trade, Whitehall, July* 19, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 17th instant, enclosing a duplicate copy of a byelaw made by the Glasgow and and South Western Railway Company, and to return one copy with the certificate of their Lordships' approval.

I am, &c.

The Secretary of the
Glasgow and South Western Railway Company.

Douglas Galton,
Captain, Royal Engineers.

(Enclosure.)

Byelaw made by the Glasgow and South Western Railway Company, for regulating the travelling upon their Railway.

Gambling is strictly prohibited in the carriages of this Company. No person shall play or attempt to play games of chance of any description, or shall ask or solicit any person to play any such games in any of the carriages of this Company. Any person offending against this byelaw is hereby subjected to a penalty not exceeding Five Pounds; and in addition to incurring the said penalty, the offender may be immediately, or if travelling, at the first opportunity, removed from the Company's premises or carriages.

Given under the common seal of the Glasgow and South Western Railway Company, at Glasgow, the 17th day of July, 1855.

J. Fairfull Smith, *Secretary.*

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby signify their allowance and approval of the above byelaw.

Signed, by order of the Lords of the said Committee, the 19th day of July 1855,

James Booth,
One of the Joint Secretaries of the said Committee.

Glasgow and South Western Railway, Secretary's Department,
Sir, *Glasgow, July* 18, 1855.

The Directors instruct me to report, that in a prosecution, at the Company's instance, against Mr. T. S. Cunninghame for a penalty of two pounds incurred by him for riding on his engine while passing upon the Kilmarnock and Troon Railway, in contravention of the annexed section of the Company's general orders and regulations, which were duly allowed by the Board of Trade on 15th September 1852. The sheriff substitute dismissed the prosecution, although Mr. Smith Cunninghame admitted he had ridden on the engine as alleged, the sheriff being of opinion that the regulation referred to did not apply to *owners* of engines, who, he thought, had a right to go upon them, and the order was not intended to affect them.

The Directors conceive the judgment of the sheriff to be erroneous, but the prosecution having been raised under the Small Debt Act, there is no appeal; and they think it right to bring the matter under notice of the Board of Trade for their Lordships' consideration. Such a decision, in the opinion of the Directors, must tend very materially to lower the authority and effect of the Company's other regulations sanctioned by the Board of Trade, more particularly as regards the servants of parties using the line with their own engines, such servants not being under the more immediate control of the Company. The practice of any party (even the owner), other than the engineman and fireman, is likewise reprehensible, as distracting the attention of the engineman, and impeding him in the discharge of his duties.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

J. F. Smith.

(Enclosure.)

II. No person other than the guard or breaksman shall be allowed to ride or pass on any luggage waggon or mineral waggon; and no person except the engineman and fireman shall be allowed to ride on any locomotive engine or tender, upon or along the railways, without the written authority of the Company or their manager, from time to time and for every contravention of this regulation the engineman, guard, or breaksman, as well as the person so riding, shall each forfeit and pay a sum not exceeding *two pounds.*

Appendix No. 2.

References under General Acts (Byelaws).

Glasgow and South Western Railway.

SIR, *Railway Department, Board of Trade, Whitehall, July* 28, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 18th instant, in which you state that proceedings having been taken by the Directors of the Glasgow and South Western Railway Company against the owner of an engine used on their line for riding on the engine in contravention of one of the Company's regulations, the complaint was dismissed by the sheriff substitute, before whom it was brought, on the ground that the regulation did not apply to the *owners* of the engines.

My Lords agree in the opinion expressed by the Directors with respect to the objects of the regulation, as it might lead to dangerous consequences, if persons, other than the engineman and fireman, were to be allowed to ride on the engine or tender without special permission; and the words of the regulation seem to be sufficiently comprehensive to include the owner of the engine, as well as other persons; and my Lords cannot doubt that a decision more in accordance with the letter and intention of the byelaw will be arrived at on any future occasion.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Glasgow and South Western Railway Company.

GLASGOW AND SOUTH WESTERN RAILWAY.

MY LORDS, *Caprington Castle, Kilmarnock, N. B., August* 31, 1855.

THE Secretary of the above Company has sent me a copy of a letter, dated Railway Department, Board of Trade, 28th July 1855, and signed by Captain Galton, Royal Engineers, stating that my Lords agree with the Directors of the Glasgow and South-Western Railway Company in thinking that it might lead to dangerous consequences to allow the owners of engines to ride on them without special permission. As my Lords must have come to this conclusion from the statement made by the Railway Company, I wish to give my statement.

In consequence of the very deficient accommodation given by the Railway Company, I was induced about a year and a half ago to establish a plant of waggons and locomotive power, to carry coal from my collieries to Troon Harbour. Shortly after having begun to do so, being desirous of seeing the working of the engine, I had only passed twice along the line, when I received a letter from the law clerk of the Company, stating that it was against their byelaws to do so without special permission. I, therefore, wrote to Mr. Johnstone, the manager, requesting him to give leave to me or my manager, and saying that I was willing to pay any reasonable sum when I took advantage of it, but was peremptorily refused. This refusal can scarcely have been given from any fear of danger arising therefrom, is evident from the fact, that all sorts of people are constantly allowed to ride on the engines of the Company, simply as a matter of favour or convenience, while it is desired altogether to prevent the owner of an expensive plant seeing whether his servants are doing their duty properly, and by whose misconduct he might incur heavy responsibilities.

Should my Lords still think it desirable to prevent the owner or his manager from riding on his engine, for the purpose of seeing whether his servants are acting properly, it would serve no good end to say more on the subject, but it is in the power of my Lords, should they be of a different opinion, to prevent the Railway Company making so despotic a use of their power, and I confidently rely on their doing so.

I am, &c.
THOS. S. CUNNINGHAME.

James Booth, Esq.,
Principal Secretary of the Board of Trade.

SIR, *Railway Department, Board of Trade, Whitehall, October* 6, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter received by their Lordships from Mr. Thos. S. Cunninghame, of Caprington Castle, Kilmarnock.

Mr. Cunninghame states, that being the owner of plant used by him on the railway of the Glasgow and South Western Railway Company, and being desirous of seeing the working of his engine, he addressed a request, pursuant to the Company's byelaws, to the manager of the Railway for permission to pass along the line on his engine, but that such permission was refused.

My Lords have on a former occasion expressed their views with respect to the object of the byelaw in question. They think that it very properly prohibits in general any person, besides the engineman and fireman, from riding on the engines, leaving it at the same time to the judgment of the Company's manager to decide upon the cases in which an exception to the general rule may be allowed, by reserving to him a discretionary power of giving a special permission for that purpose in a particular case. But it appears to my Lords, that if any exceptions are made, this discretionary power should not be made use of for the purpose of withholding the permission in a case like that of Mr. Cunninghame, when it is a matter of importance to the interests of the person asking for it, if the manager should be opinion that it may be conceded without danger or serious inconvenience. It also appears to my Lords that the rule should be enforced with the same strictness with respect to the Company's trains as with respect to those of any other party, which, according to Mr. Cunninghame's statement, is not at present the case.

I am, therefore, to request that you will bring the matter to the notice of the Directors, and inform them that their Lordships are desirous of receiving any explanation the Directors may have to offer on the subject.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Glasgow and South Western Railway Company.

SIR, *Glasgow and South Western Railway Company, Glasgow, October* 10, 1855.

YOUR letter of the 6th current to the secretary, with a copy letter from Mr. Smith Cunninghame, of Caprington, has been remitted to me. Mr. Cunninghame's assertion, that "all sorts of people are constantly "allowed to ride on the engines of the Company, simply as a matter of favour or convenience," is, to the best of my belief, entirely unfounded, and I can state, as manager of the Company, that if any case of infraction of the Company's byelaw prohibiting riding on the engine came under my observation, it would be proceeded against in the same way as Mr. Smith Cunninghame's own case was.

His application for leave to ride on his engine was not confined to one particular occasion, but was general, and to entitle either him or his manager to travel on the engine as often as they pleased; and as no such general authority has ever been given as regards the Company's own engines, nor in my opinion ought to be given, I had no hesitatition in refusing the application.

In consequence of your communication, I have deemed it right to bring the byelaw under the special notice of the Company's locomotive superintendent, and given strict injunctions that he see it is not infringed with impunity.

I am, &c.
H. JOHNSTONE.

Captain Galton, R.E., Board of Trade, London.

Sir, *Railway Department, Board of Trade, Whitehall, October* 13, 1855.

With reference to your letter of the 31st August last, relative to the refusal of the manager of the Glasgow and South Western Railway Company, to give you permission to ride on an engine, of which you are the owner, used on their line, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, having been in communication with the Company on the subject, my Lords have received from them the letter of which a copy is herewith enclosed.

It appears to my Lords that the refusal of the manager to grant you a *general* permission, was justified both by the terms and intention of the Company's byelaw relating to the matter, and as a permission *on each particular occasion*, which it seems the manager would not object to give, would probably be sufficient for the purposes stated in your letter, for which you desire the permission, their Lordships trust that the explanation of the Company will prove satisfactory to you.

I am, &c.

T. S. Cunninghame, Esq. Douglas Galton,
Captain, Royal Engineers.

Sir, *Glasgow and South Western Railway, Glasgow, September* 19, 1855.

I beg to send you herewith two printed copies, sealed with the Company's Seal, of General Orders Regulations, and Byelaws made by the Glasgow and South Western Railway Company on the 18th current; and I have to request the Board of Trade's approval of the same.

In the past session the Company obtained a Consolidation Act, which repealed their various Special Acts, and placed their undertaking under the Provisions of the General Railway Acts, only parts of it being under these Acts formerly. To prevent any difficulty or ambiguity, in regard to the byelaws and regulations made under the old Acts which are now repealed, it has been thought proper to enact the new code now submitted for approval. It will be found to be substantially the same as the byelaws and regulations which were on previous occasions allowed by the Board of Trade; but in a few particulars, where experience has suggested amendments, alterations have been made. To facilitate examination of these alterations, I take the liberty of enclosing a set of the byelaws and regulations which were last approved of by the Board of Trade, and have marked in manuscript the amendments which have been made in the new code. An examination of the amendments will, I trust, show the reasonableness and necessity of them; but, if any explanation be required, I shall be happy to furnish it.

I am, &c.

Captain Galton, R.E., M. Anderson,
Railway Department, Board of Trade, London. *Law Clerk to the Company.*

(Enclosed in foregoing Letter.)

General Orders, Regulations, and Byelaws made by the Glasgow and South Western Railway Company, for regulating the travelling upon or using and working of the Glasgow and South Western Railway, and the Line of Railway extending from Saint Marnock Street, Kilmarnock, to the Town and Harbour of Troon.

I.—*As to travelling upon the said Railways.*

I. No passenger will be allowed to enter any carriage used on the Company's railways, or to travel therein upon the railways, without having first paid his fare and obtained a ticket. Each passenger, on payment of his fare, will be furnished with a ticket, specifying the class of carriage and the distance for which the fare has been paid, which ticket such passenger is to show when required by the guard in charge of the train, and to deliver up before leaving the Company's premises, upon demand, to the guard or other servant of the Company, duly authorised to collect tickets. Any passenger not producing or delivering up his ticket as aforesaid, shall forfeit and pay a sum not exceeding *forty shillings*, unless at the time of challenge he offers and pays the fare from the place whence the train originally started.

II. At the intermediate stations the fares will only be accepted, and the tickets furnished, conditionally; that is to say, in case there shall be room in the train for which the tickets are furnished. In case there shall not be room for all the passengers to whom tickets have been furnished, those who are unable to obtain accommodatien shall have the fare which they paid returned to them, on delivering up their ticket to the Company's collector. The Company, however, shall have power to give the preference to those passengers to whom tickets have been furnished for the longest distance; and to give priority to those to whom tickets have been furnished for the same distance according to the order in which the tickets have been furnished, as denoted by the consecutive numbers stamped upon them.

III. Any person travelling, without permission, in a carriage of a superior class to that for which he has obtained a ticket, is hereby subjected to a penalty not exceeding *forty shillings*.

IV. Smoking tobacco is strictly prohibited, both in the carriages and in the Company's stations. Every person smoking tobacco in a carriage or station is hereby subjected to a penalty not exceeding *forty shillings*; and every person persisting in smoking tobacco in a carriage or station after being warned to desist by the guard in charge of the train, or any officer of the Company, shall, in addition to incurring a penalty not exceeding *forty shillings*, be immediately, or, if travelling, at the first opportunity, removed from the Company's premises.

V. Any person found in a carriage or station in a state of intoxication, or committing any nuisance, or otherwise wilfully interfering with the comfort of other passengers, is hereby subjected to a penalty not exceeding *forty shillings*, and shall immediately, or, if travelling, at the first opportunity, be removed from the Company's premises.

VI. Any passenger cutting the linings, removing or defacing the number plates, breaking, injuring, or defacing the windows, or otherwise wilfully damaging or injuring any carriage used on the railways, shall forfeit and pay a sum *not exceeding five pounds*, in addition to the amount of any damage for which he may be liable.

VII. No passenger shall be permitted to ride on the roof, steps, or platform of any carriage; and any person persisting in doing so, after being warned to desist by the guard in charge of the train or any officer of the Company, is hereby subjected to a penalty not exceeding *forty shillings*.

VIII. Any passenger entering or leaving, or attempting to enter or leave, any of the carriages while the train is in motion, is hereby subjected to a penalty not exceeding *forty shillings*.

IX. Dogs will not be suffered to accompany passengers in the carriages, but will be conveyed separately, and charged for.

X. Gambling is strictly prohibited in the carriages. No person shall pay, or attempt to play, games of chance of any description, or shall ask or solicit any person to play any such games, while travelling on the railways, in any of the carriages. Any person offending against this byelaw is hereby subjected to a penalty not exceeding *five pounds*; and, in addition to incurring the said penalty, the offender may be immediately, or, if travelling, at the first opportunity, removed from the Company's premises or carriages.

II.—*As to using or working of the said Railways.*

I. Where there are two main lines of rails, and both are complete and open, locomotive engines and trains of carriages or waggons, shall always pass along the left-hand line, leaving a line on the right hand uniformly clear; and where there is only a single main line of rails, only one engine or train shall enter upon or pass along the same portion of single line at one and the same time, under a penalty, on the person in charge of such engines and trains, not exceeding *five pounds*.

II. No person other than the guard or breaksman (not even the owner) shall be allowed to ride or pass on any luggage waggon or mineral waggon; and no person except the engineman and fireman (not even the owner) shall be allowed to ride on any locomotive engine or tender, upon or along the railways, without the written sanction of the Company or their manager, from time to time; and for every contravention of this regulation the engineman, guard, or breaksman, as well as the person so riding (even although he may be the owner of the waggon or locomotive engine or tender), shall each forfeit and pay a sum not exceeding *two pounds*.

III. Passenger trains shall have precedence of all goods or mineral trains; and such goods and mineral trains, if overtaken by a passenger train, shall go into the nearest siding open to them, and remain there till such passenger train has passed, and for five minutes thereafter; and the engineman of any train contravening this regulation shall forfeit and pay a sum not exceeding *five pounds*.

IV. No goods train shall leave a siding or station unless there be at least ten minutes of clear time before a passenger train is due; and no mineral train shall leave a siding or station unless there be fifteen minutes of such clear time; and

Appendix No. 2.

References under General Acts (Byelaws).

Glasgow and South Western Railway.

none of these trains shall be allowed to follow a passenger train at a less interval than five minutes. The engineman of any train contravening this regulation shall forfeit and pay a sum not exceeding *five pounds*.

V. No person in charge of engines, carriages, or waggons shall leave them, while they are upon the railways or in use at any of the Company's sidings, stations, or depôts, under a penalty not exceeding *two pounds*.

VI. No person shall load, unload, arrange, or leave any carriages or waggons upon the main line, or at the Company's stations or depôts, or on any side lines or sidings belonging to the Company, nor otherwise use such stations, depôts, side lines, or sidings, except with the consent of the Company's manager, and at such times and places, and in such manner as shall be appointed by him, under a penalty not exceeding *five pounds*.

VII. No person shall be allowed to use a private branch or siding for the purpose of bringing engines or waggons to, or taking them from, the said railways, without providing and maintaining a substantial gate, with a proper lock and fastenings, to separate the branch or siding from the Company's railway; and without also providing and maintaining safety-blocks and distance-signals, similar to those of the most approved construction adopted by the Company at their own sidings and junctions; and without also providing, if required by the Company's manager, a pointsman or signalman to attend to the switches, safety-blocks, and signals at such private branch or siding.

VIII. When a private branch or siding is used as above, engines or waggons shall join or leave the main lines of railway at a speed not exceeding four miles an hour; and the pointsman or signalman stationed at such private branch or siding, or if no pointsman or signalman be so stationed, then the persons in charge of such engines or waggons shall shut, fasten, and lock the gate, so as to prevent trespass upon the Company's railway; and shall also see that the switches and safety-blocks are properly adjusted, fastened, and locked immediately after the passage of such engines or waggons, so as to leave the main line clear, and shall also use the proper danger signals at such branch or siding when such engines or waggons are passing to or from the same; and persons offending against this regulation shall forfeit and pay a sum not exceeding *five pounds*.

IX. Any person who shall take any of the Company's carriages or waggons off the railways, without the authority of the Company's manager, shall forfeit and pay a sum not exceeding *two pounds*.

X. Except with the authority of the manager of the Company, no person shall send an engine along the railways with a goods train of less than fifteen loaded waggons, or the like number of empty waggons; and with a mineral train of less than twenty waggons loaded with an ordinary load, or of less than the like number of empty waggons: and all persons contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XI. No person shall send a train along the railways unless the same shall be provided with a properly qualified engineman, fireman, and guard or breaksman, who shall be approved of by the Company's manager, if required by him; and any person contravening this regulation shall forfeit and pay a penalty not exceeding *five pounds*.

XII. The following are the signals used and to be observed upon the railways:—

1. A *white flag* by day, and a *white light* by night. When these signals are shown, they signify that *everything is right*, and to *move forward*; and the engineman shall on no account start from any station or siding until the station signal-bell is rung, or the white signal shown.
2. A *green flag* by day, and a *green light* by night. When these signals are shown they signify that it is necessary to *move cautiously*, and the engineman, on observing the green signal, shall shut the steam off, and otherwise bring the train to a slow motion.
3. A *red flag* by day, and a *red light* by night. When these signals are shown they signify danger, and that it is necessary instantly *to bring the engine and train to a stand*. The engineman in such cases shall immediately use every means in his power to *stop* the train, and shall at the same time signal to the guards or breaksmen, by sounding his whistle three times, or by holding up his red flag or red light, to apply their breaks.
4. In cases where it may be necessary to signal to an engineman to *proceed cautiously*, or to *stop instantly*,—and where there are none of the usual signals at hand,—the person wishing to give such signals shall stand on the line facing the advancing train, and shall give the *caution signal* by holding his right arm and hand straight up above his head, and the *danger signal* to stop by holding his arms and hands straight out at each side of his body, and at right angles therewith.
5. There are fitted up at the stations, junctions, and sidings upon the line, stationary *signals*, one description of which, usually called a distance signal, is a signal-post with two *red* and one *green vanes* or *arms*. When the *green vane* or *arm* is turned so as to be at right angles to the railway, it signifies *caution*; and when the *red vanes* or *arms* are shown they signify *danger*. There are also fitted on the signal-posts, lamps showing a *green light*, signifying caution, and a *red light*, signifying danger. Another description of stationary signals is a signal pole and ball. When the *ball* is hoisted to *the top of the pole* it signifies that everything is right, and to move forward. When the ball is *down*, it signifies danger.
6. The following are the train signals after sunset, *viz.*:—A *white light* in the front of every engine; a *red tail light* behind every engine unaccompanied by a train; a *red tail light* behind the last carriage or vehicle of every train.

XIII. In approaching any station, junction, and siding, when the danger signal is shown from the distance-signal, the engineman shall bring his train to a dead-stand before reaching such distance-signal. When the danger-signal is shown from the signal-pole and ball, he shall bring his train to a dead-stand 100 yards from such signal-pole. In either case, the train shall remain standing until the engineman receives a hand signal, and is made aware that the line is clear for him to move on, and during each stoppage the engineman shall send back the guard, or breaksman, or fireman, with the proper hand signals herein-after provided in the case of trifling obstruction of the line; and every engineman is specially directed to regulate the speed of his engine, so as to comply with these regulations (taking into account the state of the weather and rails, and also the speed and weight of the train), under a penalty not exceeding *two pounds*.

XIV. Every engineman shall have with him at all times upon the railway a complete set of signal flags, and, after sunset, he shall also have with him, properly trimmed, a complete set of lamps for train signals, and one hand signal lamp; and he shall use the same in terms of these regulations, and as circumstances require, under a penalty not exceeding *five pounds*.

XV. Every guard shall have with him at all times on the train a complete set of signal flags, and, after sunset, he shall also have with him a hand signal lamp, and he shall use the same in terms of these regulations, and as circumstances require; and he shall see that the red tail light is, after sunset, attached to the last carriage or vehicle of the train, as above directed, under a penalty not exceeding *five pounds*.

XVI. All signalmen and pointsmen shall be on duty from half an hour before the passing of the first train till a quarter of an hour after the passing of the last train. Their responsibility shall extend to all signals, switches, turn-tables, and safety-blocks at the place at which they are stationed, not only for the proper working of the same, but in having them always kept clean and in good order and repair. They shall have constantly with them a complete set of signal flags and signal lamps ready for use, and they shall use the same, as well as the stationary signals, in terms of these regulations, and as circumstances require. The danger signal shall be shown from the stationary signals for five minutes after the passage or departure of every engine or train. An engine or train shall not be signalled forward to a junction, station, or crossing, or allowed to pass from one line to another, unless there is no other engine or train approaching the junction, station, or crossing in an opposite direction, and before an engine or train shall pass over a crossing, or pass from one line to another, the danger signal shall be shown from the proper stationary signals. Signalmen or pointsmen stationed at the divergence of single lines from the double main line shall see that only one engine or train is allowed to enter upon the single line at one and the same time; and after an engine or train has so entered, the danger signal shall be shown, to prevent a second engine or train passing on to the single line. Any signalman or pointsman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XVII. The following regulations are applicable to the more obvious cases of obstruction of the line, arising from an engine or carriage getting disabled, or going off the rails, or from any other accident, and when these are applicable they must be adhered to under a penalty not exceeding two pounds, and in *all cases* they must form the general rules of conduct, varying only with the circumstances of the case:—

1. Should an obstruction of a trifling nature, and one that can be removed within a short period, occur, the engineman is required to remove it without delay. Immediately on the obstruction arising, he shall send a guard or fireman *back* along the line, for a distance of 750 yards, with a red flag or lamp, as the time may require, and such guard or fireman will signal any approaching train to stop. When the obstruction has been removed, the engineman shall call up the guard or fireman, by sounding his whistle; but should the accident or stoppage take place on a curve or other part of the line, where the line, for the above distance of 750 yards back, cannot be seen from the engine, then the engineman, on sounding his whistle, shall move on at a rate not exceeding four miles an hour, and the guard or fireman who has been sent out shall walk forward, keeping the above distance from the engine, until the engine arrives at such part of the line as will admit of the engineman easily seeing the guard or fireman, when he shall stop his engine and wait until the guard or fireman comes up, and then the train shall move on at its usual speed.
2. In the event of a more serious obstruction of the line, which it will take some time to remove, the engineman must instantly send the guard or fireman back along the line to the nearest station, to give the agent or porter in charge there notice of the obstruction of the line, to secure the safety of approaching trains; and the guard or fireman, who shall have the proper signals with him, shall stop any train he may meet. Should both lines be obstructed, a guard or fireman must be sent along the line, in both directions, to the nearest stations, and act as above directed.
3. In the event of a carriage or waggon becoming disabled from a wheel breaking, or from any other cause, the carriage or waggon must, if practicable, be got into an siding before the engine leaves; but where there is an absolute necessity for leaving it on the main line, a guard or other trustworthy person must be placed on the line 750 yards behind the car-

riage or waggon on the same line, and shall use his signals so as to stop any train approaching. The engineman, before leaving the carriage or waggon, must see that it does not obstruct both lines, and if it does so, must get it clear of one of the lines before leaving it in charge, as above-mentioned.

XVIII. No engineman shall take his engine or train nearer that *half-a-mile* to any engine or train which may be on the line before him, and moving in the same direction, and when at that distance he shall sound his whistle, to attract the attention of the engineman on the preceding engine or train, who, on hearing the whistle, shall answer it by sounding his; and the engineman on the last engine or train shall continue to sound his whistle until it is so answered; and any engineman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XIX. No engineman shall enter a station when it is occupied by another train; and on approaching a station after dark, the engineman shall sound his whistle, first at the distance of a mile, and again at the distance of half-a-mile from the station, so as to give notice of the approach of the train, and he shall do this whether the station be one at which he is to stop or not. In passing all stations he shall reduce the speed of the train so as not to exceed the rate of twenty miles an hour. In passing through any tunnel, when the state of the atmosphere or the steam shall make it doubtful whether the line within the tunnel is quite clear, he shall proceed very cautiously, sounding the whistle of his engine. In foggy weather, the enginemen shall be very cautious, and sound their whistle at least every mile; and no train shall approach any stopping-place nearer than a quarter of a mile without the speed being reduced to such a rate as will prevent any collision, in the event of another train being at the stopping-place. Any engineman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XX. Enginemen shall approach the Troon Harbour Station very cautiously, there being so much traffic carried on along the different lines of rails leading thereto. They shall, when opposite the gaswork, sound the whistle three distinct times, to give warning of their approach; and from that point proceed very cautiously, at a rate of speed not exceeding ten miles per hour, to the place for shunting into the weighing-machine. When the weighing is completed, the train will go slowly forward to the harbour; and when in motion on the station, the guard shall walk in advance, on one side of the engine or train, and see that the line is kept clear; and the engine-driver shall not commence shifting until he receives the proper signal from the guard so to do: and no engineman shall proceed along the line of rails on the breakwater leading to the steamboat wharf, without having first inquired, and been informed by the pointsman, that *no other engine* is upon that part of the line. In working the traffic to and from the new Deepwater Hurry at Troon Harbour, the waggons must be left in the curved siding; from which the traders will draw the waggons to and from the Hurry; and the crossing of the main line must at all times be left clear and the waggons on each side of the crossing properly braked. Any person contravening the above regulation, or any part thereof, shall forfeit and pay a sum not exceeding *two pounds*.

XXI. No engineman shall pass any junction or railway crossing without having received the proper signal from the signalman or pointsman to do so; and in approaching such junction or crossing, especially when it is dark, he shall reduce the speed of his train, so that he could, under any circumstances, bring it to a stand at the required distance from the signal-post; in the event of the danger signal being shown, he shall announce his approach by two sharp whistles of the engine, and unless he receive the proper signal to move forward to the junction, he must act as already specified. He shall also keep a sharp look-out that no other train is approaching the junction at the same time, and the speed of his train shall not exceed ten miles an hour, and he shall indicate to the signalman or pointsman the direction in which his train is to be passed, by holding out his hand, if by day, or white light if by night, to the right or left of his engine. The junctions at Busbie, Barassie, Gargieston, Birnieknowe, and Lugar must not be passed at a greater speed than six miles an hour; that at Shields Junction at a speed not greater than eight miles an hour; and all others at a speed not greater than ten miles an hour; this last-mentioned rate of speed must also be preserved on the Kilmarnock and Troon Railway, betwixt Gatehead and Drybridge. Any engineman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XXII. Subject to the preceding regulations, the manager of the Company shall, from time to time, fix the hours of departure and arrival of the engines or trains of all Companies and persons using the railways, and the times during which the line shall be appropriated for the passage of such engines or trains, and the rates of speed at which such engines or trains shall pass.

Given under the Common Seal of the Glasgow and South Western Railway Company, the eighteenth day of September One thousand eight hundred and fifty-five years.

Andrew Orr, *Chairman.*
J. Fairfull Smith, *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, October 6, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th ultimo, in which you transmitted, for the approval of their Lordships, byelaws of the Glasgow and South Western Railway Company, similar to those already approved by this Board, the form of which is in general followed, but is proposed to be altered in some particulars.

In the byelaws relating to *passengers*, the proposed alteration of the *first* byelaw is considered by their Lordships to be objectionable. It appears to them that the penalty ought not to attach, unless the passenger is *required* to pay the full fare, and fails to pay it *when required*; so that the alternative of the payment of the fare may in all cases be offered to him; but if the byelaw were altered in the manner proposed, it would not be incumbent on the Company's officers to offer the alternative, and the passenger might not be aware that it was offered to him by the terms of the byelaw.

In the *second* byelaw of the same division, the proposed additional clause providing for the return of the fare to those who are unable to obtain places, on delivering up their tickets, appears to be superfluous, as being implied by the previous provision that the fares will be accepted, and the tickets furnished conditionally.

And the other alteration of this byelaw, in proposing merely to reserve to the Company a *power* of giving priority to the passengers in the manner described, appears to afford a less satisfactory protection to the public than the present form of the byelaw, according to which the priority is secured by the byelaw itself.

For these reasons, my Lords are not prepared to approve of the proposed alterations of this byelaw.

There does not appear to be any objection to the words proposed to be inserted in the *sixth* byelaw of this division, if the Directors think their introduction advisable.

In the byelaw relating to *gambling*, the reason for the proposed introduction of the words "while travelling "on the railway," is not apparent. They do not appear to be required more in this byelaw than in those for the prevention of smoking and other annoyances, the usual form of which does not contain any words of this kind, and they seem to be inconsistent with the expressions in the subsequent part of the byelaw "immediately, "or, *if* travelling," &c.

In the second of the byelaws for regulating the *using and working* of the railway, it is proposed to introduce words to extend the byelaw *expressly* to the owner of the engine. It is presumed that this alteration has been proposed in consequence of the decision in the case of Mr. T. S. Cunninghame, mentioned in the letter of the secretary of the Glasgow and South Western Railway Company, of the 18th July last, where the sheriff substitute held that the byelaw did not apply to the owners of engines. The words of the existing byelaw, however, as observed in my letter to the Company of the 28th July, seem to be sufficiently comprehensive to include the owner of the engine, and my Lords cannot doubt that a decision more in accordance with the letter and intention of the byelaw would be arrived at on any future occasion. It therefore appears to them that there is not sufficient ground for altering this byelaw in the way proposed.

There does not appear to be any objection to the proposed alterations of the *seventh* and *eighth* byelaws of this division.

My Lords will, therefore, be prepared to signify their approval of the Company's byelaws, on transmission of a copy in duplicate, under the Company's seal, embodying such of the proposed alterations as are not objected to above. One of those copies will then be returned to the Company, with the certificate of their Lordships' allowance, and the other copy recorded in this Department.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

M. Anderson, Esq.,
Glasgow and South Western Railway.

Appendix No. 2.

References under General Acts (Byelaws).

Glasgow and South Western Railway.

Sir, *Glasgow and South Western Railway, Glasgow, October 24, 1855.*

Your letter of 6th current was duly received, but it was not till yesterday that I could get the byelaws amended by the Directors in the particulars pointed out in your letter. I now enclose two copies, under the Company's seal, as altered; and shall be glad to receive the certificate of the Board of Trade's allowance.

I am, &c.

M. Anderson.

Captain Galton, R.E.,
Railway Department, Board of Trade, London.

Sir, *Railway Department, Board of Trade, Whitehall, October 29, 1855.*

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th instant, transmitting two copies of the amended byelaws of the Glasgow and South Western Railway Company, and to return to you one copy duly allowed by their Lordships.

I am, &c.

James Booth.

The Secretary of the
Glasgow and South Western Railway.

(Enclosure.)

General Orders, Regulations, and Byelaws made by the Glasgow and South Western Railway Company, for regulating the travelling upon or using and working of the Glasgow and South Western Railway, and the Line of Railway extending from St. Marnock Street, Kilmarnock, to the Town and Harbour of Troon.

I.—*As to travelling upon the said Railways.*

I. No passenger will be allowed to enter any carriage used on the Company's railways, or to travel therein upon the railways, without having first paid his fare and obtained a ticket. Each passenger, on payment of his fare, will be furnished with a ticket, specifying the class of carriage and the distance for which the fare has been paid, which ticket such passenger is to show when required by the guard in charge of the train, and to deliver up before leaving the Company's premises, upon demand, to the guard or other servant of the Company duly authorized to collect tickets. Any passenger not producing or delivering up his ticket as aforesaid will be required to pay the fare from the place whence the the train originally started; or in default of payment thereof, shall forfeit and pay a sum not exceeding *forty shillings*.

II. At the intermediate stations the fares will only be accepted, and the tickets furnished, conditionally; that is to say, in case there shall be room in the train for which the tickets are furnished. In case there shall not be room for all the passengers to whom tickets have been furnished, those passengers to whom tickets have been furnished for the longest distance shall have the preference; and those to whom tickets have been furnished for the same distance, shall have priority according to the order in which the tickets have been furnished, as denoted by the consecutive numbers stamped upon them.

III. Any person travelling, without permission, in a carriage of a superior class to that for which he has obtained a ticket, is hereby subjected to a penalty not exceeding *forty shillings*.

IV. Smoking tobacco is strictly prohibited, both in the carriages and in the Company's stations. Every person smoking tobacco in a carriage or station is hereby subjected to a penalty not exceeding *forty shillings;* and every person persisting in smoking tobacco in a carriage or station, after being warned to desist by the guard in charge of the train or any officer of the Company, shall, in addition to incurring a penalty not exceeding *forty shillings*, be immediately, or, if travelling, at the first opportunity, removed from the Company's premises.

V. Any person found in a carriage or station in a state of intoxication, or committing any nuisance, or otherwise wilfully interfering with the comfort of other passengers, is hereby subjected to a penalty not exceeding *forty shillings*, and shall immediately, or, if travelling, at the first opportunity, be removed from the Company's premises.

VI. Any passenger cutting the linings, removing or defacing the number plates, breaking, injuring, or defacing the windows, or otherwise wilfully damaging or injuring any carriage used on the railways, shall forfeit and pay a sum *not exceeding five pounds*, in addition to the amount of any damage for which he may be liable.

VII. No passenger shall be permitted to ride on the roof, steps, or platform of any carriage; and any person persisting in doing so, after being warned to desist by the guard in charge of the train or any officer of the Company, is hereby subjected to a penalty not exceeding *forty shillings*.

VIII. Any passenger entering or leaving, or attempting to enter or leave any of the carriages while the train is in motion, is hereby subjected to a penalty not exceeding *forty shillings*.

IX. Dogs will not be suffered to accompany passengers in the carriages, but will be conveyed separately, and charged for.

X. Gambling is strictly prohibited in the carriages. No person shall play, or attempt to play, games of chance of any description, or shall ask or solicit any person to play any such games, in any of the carriages. Any person offending against this byelaw is hereby subjected to a penalty not exceeding *five pounds;* and in addition to incurring the said penalty, the offender may be immediately, or, if travelling, at the first opportunity, removed from the Company's premises or carriages.

II.—*As to using or working of the said Railways.*

I. Where there are two main lines of rails, and both are complete and open, locomotive engines and trains of carriages or waggons shall always pass along the left-hand line, leaving a line on the right hand uniformly clear; and where there is only a single main line of rails, only one engine or train shall enter upon or pass along the same portion of single line at one and the same time, under a penalty, on the person in charge of such engines and trains, not exceeding *five pounds*.

II. No person, other than the guard or breaksman, shall be allowed to ride or pass on any luggage waggon or mineral waggon; and no person except the engineman and fireman shall be allowed to ride on any locomotive engine or tender, upon or along the railways, without the written sanction of the Company or their manager from time to time; and for every contravention of this regulation the engineman, guard, or breaksman, as well as the person so riding, shall each forfeit and pay a sum not exceeding *two pounds*.

III. Passenger trains shall have precedence of all goods or mineral trains; and such goods and mineral trains, if overtaken by a passenger train, shall go into the nearest siding open to them, and remain there till such passenger train has passed, and for five minutes thereafter; and the engineman of any train contravening this regulation shall forfeit and pay a sum not exceeding *five pounds*.

IV. No goods train shall leave a siding or station unless there be at least ten minutes of clear time before a passenger train is due; and no mineral train shall leave a siding or station unless there be fifteen minutes of such clear time; and none of these trains shall be allowed to follow a passenger train at a less interval than five minutes. The engineman of any train contravening this regulation shall forfeit and pay a sum not exceeding *five pounds*.

V. No person in charge of engines, carriages, or waggons shall leave them while they are upon the railways or in use, at any of the Company's sidings, stations, or depôts, under a penalty not exceeding *two pounds*.

VI. No person shall load, unload, arrange, or leave any carriages or waggons upon the main line, or at the Company's stations or depôts, or on any side lines or sidings belonging to the Company, nor otherwise use such stations, depôts, side lines, or sidings, except with the consent of the Company's manager, and at such times and places, and in such manner as shall be appointed by him, under a penalty not exceeding *five pounds*.

VII. No person shall be allowed to use a private branch or siding for the purpose of bringing engines or waggons to, or taking them from, the said railways, without providing and maintaining a substantial gate, with a proper lock and fastenings, to separate the branch or siding from the Company's railway, and without also providing and maintaining safety-blocks and distance-signals, similar to those of the most approved construction adopted by the Company at their own sidings and jnnctions; and without also providing, if required by the Company's manager, a pointsman or signalman to attend to the switches, safety-blocks, and signals at such private branch or siding.

VIII. When a private branch or siding is used as above, engines or waggons shall join or leave the main lines of railway at a speed not exceeding four miles an hour; and the pointsman or signalman stationed at such private branch or siding, or if no pointsman or signalman be so stationed, then the persons in charge of such engines or waggons shall shut, fasten, and lock the gate, so as to prevent trespass upon the Company's railway; and shall also see that the switches and safety-blocks are properly adjusted, fastened, and locked immediately after the passage of such engines or waggons, so as to leave the main line clear, and shall also use the proper danger signals at such branch or siding when such engines or waggons are passing to or from the same; and persons offending against this regulation shall forfeit and pay a sum not exceeding *five pounds*.

IX. Any person who shall take any of the Company's carriages or waggons off the railways, without the authority of the Company's manager, shall forfeit and pay a sum not exceeding *two pounds*.

X. Except with the authority of the manager of the Company, no person shall send an engine along the railways with a goods train of less than fifteen loaded waggons, or the like number of empty waggons; and with a mineral train of less than twenty waggons loaded with an ordinary load, or of less than the like number of empty waggons; and all persons contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XI. No person shall send a train along the railways unless the same shall be provided with a properly qualified engineman, fireman, and guard or breaksman, who shall be approved of by the Company's manager, if required by him; and any person contravening this regulation shall forfeit and pay a penalty not exceeding *five pounds*.

XII. The following are the signals used and to be observed upon the railways:—

1. A *white flag* by day, and a *white light* by night. When these signals are shown, they signify that *everything is right*, and to *move forward*; and the engineman shall on no account start from any station or siding until the station signal-bell is rung, or the white signal shown.
2. A *green flag* by day, and a *green light* by night. When these signals are shown they signify that it is necessary to *move cautiously*, and the engineman, on observing the green signal, shall shut the steam off, and otherwise bring the train to a slow motion.
3. A *red flag* by day, and a *red light* by night. When these signals are shown, they signify danger, and that it is necessary instantly *to bring the engine and train to a stand*. The engineman in such cases shall immediately use every means in his power to *stop* the train, and shall at the same time signal to the guards or breaksmen, by sounding his whistle three times, or by holding up his red flag or red light, to apply their breaks.
4. In cases where it may be necessary to signal to an engineman to *proceed cautiously*, or to *stop instantly*, and where there are none of the usual signals at hand, the person wishing to give such signals shall stand on the line facing the advancing train, and shall give the *caution signal* by holding his right arm and hand straight up above his head, and the *danger signal* to stop by holding his arms and hands straight out at each side of his body, and at right angles therewith.
5. There are fitted up at the stations, junctions, and sidings upon the line, stationary *signals*, one description of which, usually called a distance-signal, is a signal-post with two *red* and one *green vanes* or *arms*. When the *green vane* or *arm* is turned so as to be at right angles to the railway, it signifies *caution*; and when the *red vanes* or *arms* are shown, they signify *danger*. There are also fitted on the signal-posts lamps showing a *green light*, signifying caution, and a *red light*, signifying danger. Another description of stationary signals is a signal-pole and ball. When the *ball* is hoisted to *the top of the pole* it signifies that everything is right, and to move forward. When the *ball* is *down*, it signifies danger.
6. The following are the *train* signals after sunset; viz., a *white light* in the front of every engine; a *red tail light* behind every engine unaccompanied by a train; a *red tail light* behind the last carriage or vehicle of every train.

XIII. In approaching any station, junction, and siding, when the danger-signal is shown from the distance-signal, the engineman shall bring his train to a dead stand before reaching such distance-signal. When the danger-signal is shown from the signal-pole and ball, he shall bring his train to a dead-stand 100 yards from such signal-pole. In either case, the train shall remain standing until the engineman receives a hand signal, and is made aware that the line is clear for him to move on, and during each stoppage, the engineman shall send back the guard, or breaksman, or fireman, with the proper hand signals herein-after provided in the case of trifling obstruction of the line; and every engineman is specially directed to regulate the speed of his engine, so as to comply with these regulations (taking into account the state of the weather and rails, and also the speed and weight of the train), under a penalty not exceeding *two pounds*.

XIV. Every engineman shall have with him at all times upon the railway a complete set of signal flags, and, after sunset, he shall also have with him, properly trimmed, a complete set of lamps for train signals, and one hand signal lamp; and he shall use the same in terms of these regulations, and as circumstances require, under a penalty not exceeding *five pounds*.

XV. Every guard shall have with him at all times on the train a complete set of signal flags, and, after sunset, he shall also have with him a hand signal lamp, and he shall use the same in terms of these regulations, and as circumstances require; and he shall see that the red tail light is, after sunset, attached to the last carriage or vehicle of the train, as above directed, under a penalty not exceeding *five pounds*.

XVI. All signalmen and pointsmen shall be on duty from half an hour before the passing of the first train, till a quarter of an hour after the passing of the last train. Their responsibility shall extend to all signals, switches, turn-tables, and safety-blocks at the place at which they are stationed, not only for the proper working of the same, but in having them always kept clean and in good order and repair. They shall have constantly with them a complete set of signal flags and signal lamps ready for use, and they shall use the same, as well as the stationary signals, in terms of these regulations, and as circumstances require. The danger signal shall be shown from the stationary signals for five minutes after the passage or departure of every engine or train. An engine or train shall not be signalled forward to a junction, station, or crossing, or allowed to pass from one line to another, unless there is no other engine or train approaching the junction, station, or crossing in an opposite direction, and before an engine or train shall pass over a crossing, or pass from one line to another, the danger signal shall be shown from the proper stationary signals. Signalmen or pointsmen stationed at the divergence of single lines from the double main line shall see that only one engine or train is allowed to enter upon the single line at one and the same time, and after an engine or train has so entered, the danger signal shall be shown to prevent a second engine or train passing on to the single line. Any signalman or pointsman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XVII. The following regulations are applicable to the more obvious cases of obstruction of the line, arising from an engine or carriage getting disabled, or going off the rails, or from any other accident, and when these are applicable they must be adhered to, under a penalty not exceeding two pounds, and in *all cases* they must form the general rules of conduct, varying only with the circumstances of the case:—

1. Should an obstruction of a trifling nature, and one that can be removed within a short period, occur, the engineman is required to remove it without delay. Immediately on the obstruction arising, he shall send a guard or fireman *back* along the line, for a distance of 750 yards, with a red flag or lamp, as the time may require, and such guard or fireman will signal any approaching train to stop. When the obstruction has been removed, the engineman shall call up the guard or fireman, by sounding his whistle; but should the accident or stoppage take place on a curve or other part of the line, where the line, for the above distance of 750 yards back, cannot be seen from the engine, then the engineman, on sounding his whistle, shall move on at a rate not exceeding four miles an hour, and the guard or fireman who has been sent out shall walk forward, keeping the above distance from the engine, until the engine arrives at such part of the line as will admit of the engineman easily seeing the guard or fireman, when he shall stop his engine and wait until the guard or fireman comes up, and then the train shall move on at its usual speed.
2. In the event of a more serious obstruction of the line, which it will take some time to remove, the engineman must instantly send the guard or fireman back along the line to the nearest station, to give the agent or porter in charge there notice of the obstruction of the line, to secure the safety of approaching trains; and the guard or fireman, who shall have the proper signals with him, shall stop any train he may meet. Should both lines be obstructed, a guard or fireman must sent be along the line, in both directions, to the nearest stations, and act as above directed.
3. In the event of a carriage or waggon becoming disabled from a wheel breaking, or from any other cause, the carriage or waggon must, if practicable, be got into an offset before the engine leaves; but where there is an absolute necessity for leaving it on the main line, a guard, or other trustworthy person, must be placed on the line 750 yards behind the carriage or waggon on the same line, and shall use his signals, so as to stop any train approaching. The engineman, before leaving the carriage or waggon, must see that it does not obstruct both lines, and if it does so, must get it clear of one of the lines before leaving it in charge, as above-mentioned.

XVIII. No engineman shall take his engine or train nearer than *half-a-mile* to any engine or train which may be on the line before him, and moving in the same direction, and when at that distance, he shall sound his whistle, to attract the attention of the engineman on the preceding engine or train, who, on hearing the whistle, shall answer it by sounding his; and the engineman on the last engine or train shall continue to sound his whistle until it is so answered; and any engineman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XIX. No engineman shall enter a station when it is occupied by another train; and on approaching a station after dark, the engineman shall sound his whistle, first at the distance of a mile, and again at the distance of half-a-mile from the station, so as to give notice of the approach of the train, and he shall do this whether the station be one at which he is to stop or not. In passing all stations he shall reduce the speed of the train, so as not to exceed the rate of twenty miles an hour. In passing through any tunnel, when the state of the atmosphere or the steam shall make it doubtful whether the line within the tunnel is quite clear, he shall proceed very cautiously, sounding the whistle of his engine. In foggy weather the enginemen shall be very cautious, and sound their whistle at least every mile; and no train shall approach any stopping-place nearer than a quarter of a mile without the speed being reduced to such a rate as will prevent any collision, in the event of another train being at the stopping-place. Any engineman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XX. Enginemen shall approach the Troon Harbour Station very cautiously, there being so much traffic carried on along the different lines of rails leading thereto. They shall, when opposite the gaswork, sound the whistle three distinct times, to give warning of their approach; and from that point proceed very cautiously, at a rate of speed not exceeding ten miles an hour, to the place for shunting into the weighing-machine. When the weighing is completed, the train will

Appendix No. 2.

References under General Acts (Byelaws).

Glasgow and South Western Railway.

go slowly forward to the harbour; and when in motion on the station, the guard shall walk in advance, on one side of the engine or train, and see that the line is kept clear; and the engine-driver shall not commence shifting until he receives the proper signal from the guard so to do; and no engineman shall proceed along the line of rails on the breakwater leading to the steamboat wharf, without having first inquired, and been informed by the pointsman, that *no other engine* is upon that part of the line. In working the traffic to and from the new Deepwater Hurry at Troon Harbour, the waggons must be left in the curved siding, from which the traders will draw the waggons to and from the Hurry; and the crossing of the main line must at all times be left clear, and the waggons on each side of the crossing properly braked. Any person contravening the above regulation, or any part thereof, shall forfeit and pay a sum not exceeding *two pounds*.

XXI. No engineman shall pass any junction or railway crossing without having received the proper signal from the signalman or pointsman to do so; and in approaching such junction or crossing, especially when it is dark, he shall reduce the speed of his train, so that he could, under any circumstance, bring it to a stand at the required distance from the signal-post, in the event of the danger signal being shown; he shall announce his approach by two sharp whistles of the engine, and unless he receive the proper signal to move forward to the junction, he must act as already specified. He shall also keep a sharp look-out that no other train is approaching the junction at the same time, and the speed of his train shall not exceed ten miles an hour, and he shall indicate to the signalman or pointsman the direction in which his train is to be passed, by holding out his hand, if by day, or white light if by night, to the right or left of his engine. The junctions at Busbie, Barrassie, Gargieston, Birnieknowe, and Lugar must not be passed at a greater speed than six miles an hour; that at Shields junction at a speed not greater than eight miles an hour; and all others at a speed not greater than ten miles an hour; this last-mentioned rate of speed must also be preserved on the Kilmarnock and Troon Railway, betwixt Gatehead and Drybridge. Any engineman contravening this regulation shall forfeit and pay a sum not exceeding *two pounds*.

XXII. Subject to the preceding regulations, the manager of the Company shall, from time to time, fix the hours of departure and arrival of the engines or trains of all companies and persons using the railways, and the times during which the line shall be appropriated for the passage of such engines or trains, and the rates of speed at which such engines or trains shall pass.

Given under the Common Seal of the Glasgow and South Western Railway Company, the Twenty-third day of October, One thousand eight hundred and fifty-five years.

Andrew Orr, *Chairman.*
J. Fairfull Smith, *Secretary.*

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby signify their allowance of the above General Orders, Regulations, and Byelaws.

Signed, by order of the Lords of the said Committee, the Twenty-ninth day of October, One thousand eight hundred and fifty-five.

James Booth,
One of the Joint Secretaries to the said Committee.

Lancashire and Yorkshire Railway.

LANCASHIRE AND YORKSHIRE RAILWAY.

Lancaster and Yorkshire Railway, Secretary's Office,
Manchester, December 21, 1854.

Sir,

I beg to enclose for the certificate of the Right Honourable the Lords of the Committee of Privy Council for Trade, six sealed copies of regulations to be observed by parties not being servants of the Company, and by the owners of private railways and sidings communicating with the Lancashire and Yorkshire Railway. One copy you will be good enough to retain, and to return to me the remainder, certified in manner kindly adopted in the case of the byelaws in July last, *i. e.*, one copy to bear the original certificate of their Lordships, and the remaining four copies to be certified as copies to meet the requirements of the service, as explained in my letter of the 13th of that month.

I am, &c.

Captain Galton, R.E., Board of Trade.

Jno. Dunstan, Jun., *Secretary.*

(Enclosure.)

Regulations to be observed by Enginemen, Breaksmen, Guards, and others, not being Servants of the Company, having the care of Locomotive Engines, Wagons, and Carriages on the Railway, and by the Owners of such Engines, Wagons, and Carriages.

1. Every engine while at work upon the railway shall have, between sunset and sunrise, a white light in front of the engine, and one large red light or more as may be required by the Company, shall be placed on the last wagon or carriage of the train, or upon the tender if there be no wagons or carriages, in such a position as to be distinctly seen from any following train.

2. No locomotive engines, wagons, or carriages shall be allowed to proceed on or pass along the right-hand line of rails in the direction in which they are proceeding, but shall, in all cases, proceed along the left-hand line of rails, except in cases of accident or other extraordinary emergency.

3. Every engine, wagon, and carriage, being or working upon the railway, and every engineman, fireman, breakman, wagoner, and every other person in charge of or attending the same, shall be under the direction and control of the Company and their officers and servants as to the times of starting, the speed of travelling, and in all other respects so far as may be necessary to secure despatch and good order, and the safety of the public.

4. No wagon or other carriage shall, without consent of the Company, be loaded or unloaded on any part of the main line of railway, except carriages for the conveyance of passengers stopping to take up or set down passengers at any of the places appointed for that purpose.

5. No engine, wagon, or carriage shall, at any time, be left upon the main line of railway when not working.

6. No engine shall be allowed, without the special licence of the Company, to propel before it either its own tender or any wagons or carriages, but shall in all cases draw the same after it, except in case of an engine being disabled on the road when the succeeding engine may propel the train slowly as far as the next shunt, at which place the said propelling engine shall take the lead.

7. No person, except the engineman, fireman, and breaksman, shall be allowed to ride on any locomotive engine or tender or upon any goods, coal, or cattle wagon, upon or along the said railway without the licence of one of the principal officers of the Company.

8. Enginemen, in charge of goods or coal trains shall not stop or impede any passenger train, and when likely to be overtaken by a passenger train, must use their best endeavours to get out of the way of the same by placing their own train in the nearest siding, but in so doing must take special care to give the necessary warning to the coming train by blowing the steam whistle, and by sending a person with a flag or light to meet such approaching train.

9. No goods or coal train shall come within a less distance than half a mile of any preceding train when this may be avoided by care and attention on the part of the engine driver of such goods or coal train.

10. Goods or coal trains shall not leave any siding or station at a less interval of time than ten minutes before the time at which any passenger train usually passes such siding or station; and every engineman, who may at any time have the charge of trains of goods or coal, is hereby specially required to acquaint himself with the times at which passenger trains usually pass along the said railway, or any particular part thereof, in either direction, and to take all possible pains to avoid risk of meeting or coming into collision with any passenger or other train.

11. If the engineman in charge of any train not being a passenger train shall be under the necessity of stopping his train on the main line he shall immediately send back a breaksman or other proper person half a mile with a sufficient supply of detonating or fog signals both by day and night, together with a red flag by day or a red light by night, to warn any approaching train of such stoppage.

12. Enginemen, in charge of passenger trains, shall adopt the same precaution if obliged to stop their train upon any part of the main line not being the usual station or stopping-place for such train, and in thick or foggy weather persons shall in like manner be sent backward by the engineman when a passenger train shall stop at any station.

13. Every train of goods or coal shall be supplied with a good and efficient break carriage in charge of a competent guard, or failing that, shall have one breaksman for any number of loaded wagons not exceeding nine, two breaksmen for any number of wagons exceeding nine and not exceeding eighteen, three for any number of wagons exceeding eighteen and not exceeding twenty-seven, and so on; there shall be one breaksman for every nine wagons in the train, and an additional breaksman for any additional number of wagons. The breaksman, or if there be more than one with the train, then one of such breaksmen shall invariably ride and be upon the last wagon of the train, and no more than one breaksman shall be upon any one wagon while the train is moving.

14. Enginemen, firemen, breaksmen, and guards accompanying trains are required to see that the engines and tenders, carriages and wagons are well and securely coupled together with all the coupling chains, and that the wheels are properly greased.

Regulations to be observed by the Owners of Private Railways and Sidings communicating with the Lancashire and Yorkshire Railway.

15. Every private railway or siding joining to or connecting with the main line of the Lancashire and Yorkshire Railway by means of switches or moveable rails, shall be furnished with an indicator and signal, to the satisfaction of the Company's engineer or other authorized officer, to show the position of the same, such switches or moveable rails to be kept locked at all times when not in use; and such private railway or siding shall also be furnished with a stop bar across the same, to be locked down when wagons or other carriages shall have passed in or out of the said railway or siding, such indicators and signals, and stop bars to be made, set up, placed, and maintained, under the direction of the engineer or other authorized officer of the Company, together with proper parties to work the same, at the expense of the owner or owners of such private railway or siding.

16. Every owner of any private railway or siding connected or communicating with the Lancashire and Yorkshire Railway shall at all times be responsible for the main line or lines of the said railway being kept free from obstruction or impediment by reason or means of such siding or private railway, or any use which may be made thereof, or by means of any imperfection or insufficiency in the moveable rails, crossings, indicators, and signals, bars, levers, or other matters or things necessary to the safe and proper use of such siding or private railway. And the said owners of such sidings or private railways shall likewise be responsible for any breach or neglect of the byelaws of the Company in regard to the using of such sidings, and the placing, locking, and keeping the said moveable rails, indicators, and signals, cross bass, or other things, either by themselves or their servants, and for any loss, damage, or prejudice which may in any manner result from or be occasioned by such obstructions, imperfections, insufficiencies, or breach or neglect of byelaws as aforesaid.

Given under the common seal of the Lancashire and Yorkshire Railway Company, this Twenty-first day of December, in the year One thousand eight hundred and fifty-four.

Jno. Dunstan, Jun., *Secretary.*

Lancashire and Yorkshire Railway, Secretary's Office,
Manchester January 12, 1855.

Sir,

I have carefully re-examined the draft of regulations to be observed by enginemen and others, not being the servants of the Company, and I now return the copy (No. 1), which we discussed on Saturday last, with such amendments and additions, as in my opinion, and for practical purposes, are requisite, and in which I hope you will be prepared to concur. With regard to regulation No. 3, you will perceive that we already require the trains of other parties to be worked to a set time table, a copy of which, by regulation No. 10, is required to be obtained by each engineman. To enable you to judge that these regulations, taken together, are sufficient, I enclose an extract from our present month's time table (No. 2). The trains of private parties, and the times at which they are required to leave and arrive are shown in the columns headed thus *.

Thinking you might prefer the return of the copy we discussed, I have simply added the modifications and additions, rather than prepare a fresh copy.

I beg also to forward herewith (No. 3) a copy of the regulations I named to you as having been approved in the case of the East Lancashire. They bear the date of the office of Commissioners of Railways, 7th January, 1847.

I am, &c,

Captain Galton, R.E., Board of Trade. Jno. Dunstan, Jun., *Secretary.*

Railway Department, Board of Trade, Whitehall, January 29, 1855.

Sir,

With reference to the amended draft of regulations of the Lancashire and Yorkshire Railway Company, transmitted in your letter of the 12th instant, I am directed by the Lords of the Committee of Privy Council for Trade to make the following observations:—

It appears advisable that the power reserved in some of the regulations of consenting, in certain cases, to exceptions to the general rule, should be given to an officer of the Company "duly authorized for that purpose," and not (as proposed in the draft) generally to *any* officer of the Company duly appointed. This observation applies to the 2d, 4th, 5th, and 7th regulations.

The only specific matters to which the *third* regulation relates, viz., "the times of starting and speed of travelling," being provided for by the 8th, 9th, and 10th regulations, it may be deserving of the consideration of the Directors whether any advantage can be gained by retaining this regulation, or even whether it might not lead to uncertainty and confusion by subjecting the enginemen to the control and directions generally of *any* officer or servant of the Company.

As it appears from your letter that the times of the trains of private parties are stated in the Company's printed time-tables, attention to those tables would be necessary on the part of the enginemen, as well in the management of their own trains under regulation *eight*, as in keeping clear of other trains under regulation *ten*. With this view the *eighth* regulation might be altered thus:—"Every engineman in charge of a goods or coal train shall carefully observe the times appointed by the Company, and specified in the Company's printed time-tables, for starting and regulating such trains; and shall, before starting his train, provide himself with a copy of such time-tables by application to the station master of the nearest station; and such station master shall be bound to furnish the same under a penalty of ." If this alteration should be adopted, the proposed clause in the *tenth* regulation requiring the engineman to provide himself with a copy of the time-tables would become unnecessary.

No penalties are imposed for the infringement of the regulations, and it is presumed, therefore, that it is intended to enforce their observance by recourse to the General Act 5 & 6 Vict. c. 55. s. 17. But as the provisions of that Act appear to be applicable peculiarly to cases where the offence is of so grave a kind as to call for the immediate arrest of the offender, it is suggested for the consideration of the Directors, whether it might not be advisable to adopt the usual plan of imposing in the byelaws penalties for their infringement proportionate to the nature of the offence in each case.

I herewith return the draft regulations, in order that the requisite corrections may be introduced, or an amended draft prepared, in which latter case I am to request that the present copy may be returned to me with the amended draft.

I am, &c.

The Secretary of the Lancashire and Yorkshire Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Lancashire and Yorkshire Railway, Secretary's Office,
Manchester, February 7, 1855.

Sir,

I beg to acknowledge the receipt of your letter of the 29th ultimo, returning the amended draft of regulations of the Lancashire and Yorkshire Railway Company, with certain observations suggested by the Lords of the Committee of Privy Council for Trade. I have further amended the draft, and now enclose it, accompanied by a fair copy. The amendments are, clauses Nos. 2, 4, 5, and 7. The words "duly authorized for that purpose," having reference to the officer of the Company, have been introduced. Clause No. 8: The words "every engineman in charge of a goods or coal train," &c. have been prefixed. Clause No. 10: The words referring to the provision of time-tables have been expunged. It will be observed that the words marked out in pencil in this clause have been retained, considerable importance being attached by the Company to the observance of this portion of the regulation by parties other than the servants of the Company. It is not proposed, as will be perceived, to dispense with the requirement (in addition) of an

Appendix No. 2.

References under General Acts (Byelaws).

Lancashire and Yorkshire Railway.

order from the Company's pointsman or station master, as the case may be, to the parties to leave the siding or station. The accident at Pemberton, not long since reported, furnishes an instance of the value of the precaution; and on many accounts my Directors instruct me to urge that it may be retained. Clause No. 3: It is respectfully submitted by my Directors that this clause should remain, as conferring upon the Company a general control, through its officers, over parties using the line identical with the control exercised over all the Company's servants; and, therefore, that is is well calculated to promote an uniformity of system and stricter discipline.

With respect to the penalties to be imposed, I have extended the heading of the regulations in a manner to provide for same, and, I trust, unobjectionable to their Lordships.

I hope it will meet their Lordships' convenience to signify their approval of the regulations, as now amended, with as little delay as possible; in which case, on your being good enough to return to me the draft, I will arrange for its immediate engrossment.

I am, &c.

Captain Galton, R.E., Board of Trade. Jno. Dunstan, Jun., *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, February* 13, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th inst., enclosing an amended draft of the proposed byelaws for regulating the use of the Lancashire and Yorkshire Railway, and I now return you the draft with some alterations that appeared requisite in the form and wording, but not affecting the substance, of the regulations. And I am to inform you that my Lords will be prepared to signify their allowance of these byelaws, as now amended, on transmission of a copy in duplicate under the Company's seal. One of those copies will then be returned to you with the certificate of their Lordships' approval, and the other recorded in this department.

For this purpose I subjoin a form of approval to be written at the end of the byelaws. And I am to request that the amended draft may be returned to me with the sealed copies.

I am, &c.

Secretary of the Lancashire and Yorkshire Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *Lancashire and Yorkshire Railway, Secretary's Office, Manchester, February* 21, 1855.

I beg to acknowledge the receipt of your letter of the 13th inst., enclosing an amended draft of proposed byelaws for regulating the use of the Lancashire and Yorkshire Railway. I now return the draft, accompanied by an engrossed copy, in duplicate under the Company's seal, for the certificate of the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, and by four additional copies to be certified as such for use by the Company's officers in the out-door departments, in manner explained on the occasion of the approval of the byelaws for passengers last year. It is proper that I should draw attention to an alteration in the Regulation No. 11, into which, with respect to the supply of detonating or fog signals, I have introduced the words suggested by their Lordships in Clause No. 13, making the requirement to agree with the Company's regulations, inasmuch as the exact number of signals could not well be defined. I trust that this unimportant modification will meet with their Lordships' approval, and that it may be convenient to return to me the copy bearing the original certificate of their Lordships and the four other copies with as little delay as possible.

I am, &c.

To the Secretary of the Railway Department of the Board of Trade. Jno. Dunstan, Jun., *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, February* 24, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 21st instant, transmitting six copies of the byelaws for regulating the use of the Lancashire and Yorkshire Railway, and to return to you one copy with their Lordships' certificate of approval, and also four copies certified in the manner adopted with respect to the Company's passenger byelaws of the 7th August 1854.

I am, &c.

The Secretary to the Lancashire and Yorkshire Railway Company. Douglas Galton, *Captain, Royal Engineers.*

(Enclosed.)

Byelaws.

Rules and Regulations of the Lancashire and Yorkshire Railway Company, made pursuant to the several Acts of Parliament relating to the Lancashire and Yorkshire Railway, and to be observed by the owners and persons having the care or management and conduct of engines, wagons, or carriages passing along or being upon the same, and by all parties using or working the said Railway, or any private railway or siding connected therewith, and by passengers or other persons travelling or being upon the said Railway, and for the breach of any of such Byelaws, Rules, and Regulations the offender is hereby subjected to a penalty not exceeding five pounds for each offence, unless otherwise specified, without prejudice to any other legal proceeding or remedy in respect thereof.

Regulations to be observed by Enginemen, Breaksmen, Guards, and others, not being servants of the Company, having the care of Locomotive Engines, Wagons, and Carriages on the Railway, and by the Owners of such Engines, Wagons, and Carriages.

1. Every engine while at work upon the railway shall have, between sunset and sunrise, a white light in front of the engine, and one large red light or more as may be required by the Company, shall be placed on the last wagon or carriage of the train, or upon the tender if there be no wagons or carriages, in such a position as to be distinctly seen from any following train.

2. No locomotive engines, wagons, or carriages shall be allowed to proceed on or pass along the right-hand line of rails in the direction in which they are proceeding, but shall in all cases proceed along the left-hand line of rails, except in cases of accident or other extraordinary emergency, to be so certified in writing by an officer of the Company duly authorized for that purpose.

3. Every engine, wagon, and carriage being or working upon the railway, and every engineman, fireman, breaksman, wagoner, and every other person in charge of or attending the same, shall be under the direction and control of the Company, and their officers and servants, as to the times of starting, the speed of travelling, and in all other respects, so far as may be necessary to secure despatch and good order, and the safety of the public.

4. No wagon or other carriage shall without the written consent of an officer of the Company duly authorized for that purpose, be loaded or unloaded on any part of the main line of railway, except carriages for the conveyance of passengers stopping to take up or set down passengers at any of the places appointed for that purpose.

5. No engine, wagon, or carriage shall at at any time be left upon the main line of railway when not working, without the written consent of an officer of the Company duly authorized for that purpose.

6. No engine shall be allowed, without the special licence of an officer of the Company duly authorized for that purpose, to propel before it either its own tender or any wagons or carriages, but shall in all cases draw the same after it, except in case of an engine being disabled on the road, when the succeeding engine may propel the train slowly as far as the next shunt, at which place the said propelling engine shall take the lead.

7. No person except the engineman, fireman, and breaksman shall be allowed to ride on any locomotive engine or tender, or upon any goods, coal, or cattle wagon, upon or along the said railway, without the written licence of an officer of the Company duly authorized for that purpose.

8. Every engineman in charge of a goods or coal train shall carefully observe the times appointed by the Company, and specified in the Company's printed time-tables for starting and regulating such trains, and shall before starting his train provide himself with a copy of such time-tables, by application to the station master of the nearest station; and such station master shall be bound to furnish the same on application, under a penalty of twenty shillings for every omission so to do.

Enginemen shall not stop nor impede any passenger train, and when likely to be overtaken by a passenger train, must use their best endeavours to get out of the way of the same by placing their own train in the nearest siding; but, in so doing, must take special care to give the necessary warning to the coming train by blowing the steam-whistle, and by sending a person with a flag or light to meet such approaching train.

9. No goods or coal train shall come within a less distance than half a mile of any preceding train, when this may be avoided by care and attention on the part of the engine-driver of such goods or coal train.

10. Goods or coal trains shall not leave any siding or station at a less interval of time than ten minutes before the time at which any train is timed to pass such siding or station, nor without the order of the pointsman in charge of such siding, or the officer in charge of such station; and every engineman or other person who may at any time have the charge of trains of goods or coal is hereby specially required to acquaint himself with the times at which trains are timed to pass along the said railway, or any particular part thereof, in either direction.

11. If the engineman in charge of any train shall be under the necessity of stopping his train on the main line, he shall immediately send back a breaksman, or other proper person, half a mile, with such a supply of detonating or fog signals both by day and night, as is required by the Company's regulations with respect to their own trains, together with a red flag by day, or a red light by night, to warn any approaching train of such stoppage.

12. Enginemen in charge of passenger trains shall in thick or foggy weather in like manner send back persons with signals when such passenger train stops at any station.

13. Every engineman in charge of a train must be provided with, and have in his possession, such a supply of signals and appliances as is required by the Company's regulations with respect to their own trains.

14. Every train of goods or coal shall be supplied with a good and efficient break-carriage in charge of a competent guard, or failing that, shall have one breaksman for any number of loaded wagons not exceeding nine, two breaksmen for any number of wagons exceeding nine and not exceeding eighteen, three for any number of wagons exceeding eighteen and not exceeding twenty-seven, and so on; there shall be one breaksman for every nine wagons in the train, and an additional breaksman for any additional number of wagons.

The breaksman, or if there be more than one with the train, then one of such breaksmen shall invariably ride and be upon the last wagon of the train, and no more than one breaksman shall be upon any one wagon while the train is moving.

15. Enginemen and firemen accompanying trains are required to see that the engines and tenders are well and securely coupled together, and breaksmen and guards accompanying trains are required to see that the tenders, carriages, and wagons are well and securely coupled together with all the coupling chains, and that the wheels are properly greased.

Regulations to be observed by the Owners of Private Railways and Sidings communicating with the Lancashire and Yorkshire Railway

16. Every private railway or siding joining to or connecting with the main line of the Lancashire and Yorkshire Railway by means of switches or moveable rails, shall be furnished with an indicator and signal, to the satisfaction of the Company's engineer or other authorized officer, to show the position of the same, such switches or moveable rails to be kept locked at all times when not in use; and such private railway or siding shall also be furnished with a stop bar across the same, to be locked down when wagons or other carriages shall have passed in or out of the said railway or siding; such indicators and signals, and stop bars, to be made, set up, placed, and maintained, under the direction of the engineer or other authorized officer of the Company, together with proper parties to work the same, at the expense of the owner or owners of such private railway or siding.

17. Every owner of any private railway or siding connected or communicating with the Lancashire and Yorkshire Railway shall at all times be responsible for the main line or lines of the said railway being kept free from obstruction or impediment by reason or means of such siding or private railway, or any use which may be made thereof, or by means of any imperfection or insufficiency in the moveable rails, crossings, indicators, and signals, bars, levers, or other matters or things necessary to the safe and proper use of such siding or private railway; and the said owners of such sidings or private railways shall likewise be responsible for any breach or neglect of the byelaws of the Company in regard to the using of such sidings, and the placing, locking, and keeping the said moveable rails, indicators, and signals, cross bars, or other things, either by themselves or their servants.

Given under the common seal of the Lancashire and Yorkshire Railway Company, the Twenty-first day of February, in the year of our Lord One thousand eight hundred and fifty-five.

Jno. Dunstan, Jun., *Secretary.*

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby signify their allowance and approval of the above written byelaws, rules, and regulations.

Signed by order of the Lords of the said Committee, the Twenty-fourth day of February, One thousand eight hundred and fifty-five.

Douglas Galton,
One of the Assistant Secretaries of the said Committee.

MONKLAND RAILWAYS COMPANY.

Sir, *Secretary's Office, 37, West George Street, Glasgow, June 26, 1855.*

In terms of the Act 3 & 4 Vict. cap. 97. s. 8, I beg to submit to the Board of Trade a byelaw which has received the sanction of the Directors of this Company at their meeting to-day.

The reasons for enacting this byelaw are given in the extract from a minute of the Traffic Committee attached.

I have, &c.

The Secretary of the Board of Trade, Railway Department, Whitehall.

John F. Sloane, *Secretary.*

(Enclosure.)

Extract from Minute of Meeting of the Traffic Committee, held 21st day of June 1855.

"The traffic superintendent stated to the meeting that he had lately discovered a fraud which had been "practised upon the Company by one of the traders on the line. He hires several of the Company's "waggons, and the charge is entered in the weekly account; the number charged for being twenty-seven, on "checking the numbers of the waggons however which bore his tickets, there were found to be actually thirty-"six; and it appeared that he had attached his tickets to the Company's waggons from time to time without "being authorized so to do, and without giving notice to the collector that he had done it; the Company "were thus apparently defrauded to the extent of about 30*s.* per week. The meeting instructed their "manager to draw up a regulation to meet the above case, to be submitted to the Board previous to "submitting it to the Board of Trade."

(Signed) John Bain.

Appendix No. 2.

References under General Acts (Byelaws).

Monkland Railways Company.

Railway Department, Board of Trade, Whitehall, July 5, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 2d instant, transmitting a duplicate copy of the new byelaw made by the Monkland Railways Company; and to return to you one copy with their Lordships' certificate of allowance attached thereto.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the Monkland Railways Company.

BYELAW made by the Monkland Railways Company additional to those now in force.

Secretary's Office, 37, West George Street, Glasgow, June 26, 1855.

XXVIII. Any person who shall take possession of any of the Company's waggons, by affixing his *name* thereto or otherwise, without the written permission of the Company's traffic superintendent, shall forfeit and pay a penalty not exceeding two pounds for each such waggon so taken.

JOHN BAIN, *Chairman.*
JOHN F. SLOANE, *Secretary.*

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby signify their allowance and approval of the above written byelaw.

Signed by order of the Lords of the said Committee, the 5th day of July One thousand eight hundred and fifty-five.

JAMES BOOTH,
One of the Joint Secretaries to the said Committee.

Appendix No. 3

References under Special Acts.

APPENDIX No. 3.

REFERENCES UNDER SPECIAL ACTS.

DARLINGTON AND BARNARD CASTLE RAILWAY.

Darlington and Barnard Castle Railway (Height of Bridge over the Darlington and West Auckland Turnpike Road.)

Darlington, January 2, 1855.

SIR,

ON referring to an Act of Parliament passed in the last session of Parliament, intituled "An Act for making a Railway from the Stockton and Darlington Railway near Darlington to or near to Barnard Castle, both in the county of Durham, and for making arrangements with the Stockton and Darlington Railway Company, and for other purposes," I observe, by the 29th section of the Act, that the arch of the bridge to be erected for the purpose of carrying the railway over the Darlington and West Auckland Turnpike Road, in the parish of Darlington, may, with the consent of the Board of Trade, be of the clear height of 14 feet for a space of 12 feet from the surface of the road when altered; and being contrary to the intention of the Act of the 8 Vict. cap. 20., I beg to call your attention to the subject, and to request that you will take care that the public are protected, and will not suffer any annoyance or inconvenience in consequence of a bridge being erected over the turnpike road.

I have, &c.
THOS. BOWES,
Clerk to the Trustees of the Darlington and West Auckland Turnpike Road.

To the Right Hon. E. Cardwell, M.P., Whitehall, London.

Railway Department, Board of Trade, Whitehall, January 5, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your communication of the 2d instant, and to inform you that no application has at present been received by their Lordships from the Darlington and Barnard Castle Railway Company on the subject of your communication, but that should any such application be received, due notice thereof shall immediately be forwarded to you.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

Thomas Bowes, Esq., Clerk to the Trustees of the Darlington and West Auckland Turnpike Road.

Darlington and Barnard Castle Railway Company, Secretary's Office, Barnard Castle, February 9, 1855.

SIR,

I HAD the honour of an interview with you in December last, when I applied to you to obtain the consent of the Board of Trade under the 29th section of the Darlington and Barnard Castle Railway Act, 1854, when you directed me to procure you the written report of our engineer, which I now enclose you.

I shall feel obliged by the requisite consent being forwarded at the earliest possible period.

I am, &c.
GEO. BROWN, *Secretary.*

Captain Galton, R.E., &c., &c.

(Enclosed in foregoing Letter.)

Darlington and Barnard Castle Railway. Road No. 23. Township of Cockerton.

78, George Street, Edinburgh, January 28, 1855.

DEAR SIR,

IN the Parliamentary plans of the line, it is proposed to raise this road 9 feet, and cross the railway on the level. When the Board of Trade were called upon to report to the committee as to the level crossings of the line, I explained to Captain Galton the impossibility of carrying the road over the railway, which is apparent on the face of the plans. The road in that case, would require to be raised 27 feet, and the approaches to the bridge at an inclination of 1 in 30, required by the Railway Clauses Act, would extend to 270 yards on each side, and into land far beyond the limits that the Company have power to purchase.

Captain Galton was quite satisfied of the impracticability of effecting a crossing in that way, but I pointed out to him, that I could carry the road under the railway, with a headway of 14 feet, by raising the railway 5 feet, and lowering the road 1 foot; the 5 feet being the vertical limit of deviation authorized by the Railway Clauses Act; and in consequence of Cocker Beck running alongside of the road, as shown on the plan, we unfortunately are not able to lower the road more than a foot, without rendering it liable to be flooded constantly. These alterations of level would give a total height from the surface of the road to the level of the rails of 15 feet, and by adopting malleable iron girders and bridge rails, we would thus get a clear headway of 14 feet. I also explained to Captain Galton, that in consequence of the road running parallel to the Stockton and Darlington for its entire length, and the railway having now been in operation for nearly 30 years, that the traffic, except for the accommodation of the farms along the road, is all but extracted. I presume there has not been a public vehicle running along the road since the railway opened; at any rate, not within my recollection; and that, though the road is a turnpike, it is of no more importance than an ordinary township road. But, under any circumstances, a 14 feet headway can form no impediment to the traffic. There is no kind of loaded vehicle that I am acquainted with, that will not go through a bridge of that height. We are in the habit of making occupation bridges of only 12 feet in height, and they are found more than sufficient for the passage of full loaded cartloads of hay and corn and the Railway Clauses Act does not require us to make those bridges of more than 14 feet.

Captain Galton was so satisfied of the sufficiency of 14 feet headway, that he reported to the Committee, in respect of this particular road, in substance, favourably to my present proposition.

In consequence of this report, the following Clause was added to the Bill, and now forms the 29th section of the Act:—

"That the arch of the bridge to be erected for the purpose of carrying the railway over the turnpike road numbered 23, in the parish of Darlington, may, with the consent of the Board of Trade, be of the clear height from the surface of the road when altered, "of not less than 14 feet for a space of 12 feet."

I am, &c.

George Brown, Esq., Barnard Castle. THOMAS BOUCH.

SIR, *Railway Department, Board of Trade, Whitehall, February* 15, 1855.

WITH reference to my letter to you of the 5th ultimo, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a communication which their Lordships have received from the secretary of the Darlington and Barnard Castle Railway Company, requesting their consent as to the height of a bridge to be constructed by them over the turnpike road in the parish of Darlington, numbered 23; and to request that their Lordships may be favoured with any observations which the trustees of the turnpike road may have to offer thereon.

I am, &c.

Thomas Bowes, Esq.,
Clerk to the Trustees of the
Darlington and West Auckland Turnpike Road.

DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, *Darlington, February* 17, 1855.

I BEG to acknowledge the receipt of yours of the 15th instant, with the enclosures relative to the height of the bridge to be erected over the Darlington and West Auckland Turnpike Road, by the Darlington and Barnard Castle Railway Company, in the parish of Darlington, and to inform you that the General Annual Meeting of the Trustees of the road will be held on the 12th of March next, when your favour will be laid before the meeting.

I am, &c.

Captain Galton, Board of Trade, Whitehall. THOS. BOWES.

SIR, *Railway Department, Board of Trade, Whitehall, February* 19, 1855.

IN reply to your letter of the 17th inst., in which you state that the communication from this Department of the 15th inst. relative to the height of the bridge to be constructed over the Darlington and West Auckland Turnpike Road, by the Darlington and Barnard Castle Railway Company, will be laid before the trustees of the road at their annual meeting on the 12th March, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords are anxious to obtain an earlier communication on the subject, as the Railway Company cannot make arrangements to pursue the works until the question is decided.

I am, &c.

Thos. Bowes, Esq., Darlington. DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, *Darlington, February* 22, 1855.

IN reply to your favour of the 19th inst., I beg to state, it is desirable that the subject to which your letter refers should be taken into consideration at a meeting of the trustees of the road that will be numerously attended; and, as it is not practicable for such a meeting to be held previous to the annual one, of which due notice has been given, you will, I trust, feel satisfied the delay that will arise in replying to the application made by the Darlington and Barnard Castle Railway Company will not in the least retard the progress of their works, as they are at present only in treaty with some of the landowners for the land required for the line of railway.

I am, &c.

Captain Galton, Board of Trade, Whitehall. THOS. BOWES.

SIR, *Darlington, March* 12, 1855.

IN reply to your favour of the 9th inst. (15th Feb.) with enclosures, relative to the bridge to be carried over the Darlington and West Auckland Turnpike Road, in the township of Cockerton, by the Darlington and Barnard Castle Railway Company, I beg to inform you the same were laid before the trustees at their general annual meeting held here to-day, together with a report from Mr. Mason relative thereto, a copy of which I am directed to forward to you, and to represent that the trustees are of opinion that the Railway Company should be required to erect a bridge with a clear headway of at least 15 feet from the surface of the road.

I am, &c.

Captain Galton, Board of Trade, London. THOS. BOWES.

(Enclosed in foregoing Letter.)

To the TRUSTEES of the DARLINGTON and WEST AUCKLAND TURNPIKE ROAD.

GENTLEMEN,

AT the request of your clerk, I have examined the plans and sections of that part of the Darlington and Barnard Castle Railway, crossing the Darlington and West Auckland turnpike road near Cockerton.

It appears from the Parliamentary plans that it was originally proposed to raise the road on each side of the proposed railway 9 feet, and cross on a level; subsequently, it appears a clause was inserted in the Act, that, instead of a level crossing, a bridge to carry the railway over the road should be erected, (with the consent of the Board of Trade) with 14 feet clear headway, to the extent of 12 feet in width.

This, the engineer reports, may be done by raising the gradient of the railway 5 feet (the limit allowed by the Railway Clauses Act), and by lowering the surface of the present road 1 foot, a clear headway of 14 feet may be obtained; this, he states, is all the height that can be got, because, to lower the road more than 1 foot, will subject it to be flooded by a small rivulet which runs alongside of it for some distance.

The question that arises is, Is 14 feet a sufficient headway to allow the highest vehicles in use to pass?

This I have endeavoured to ascertain by reference to the height of a stage coach with outside passengers, to vans, and other large vehicles, which usually pass along turnpike roads.

The head of a man 6 feet high, standing on the footboard of the front seat of the stage coach running between Darlington and Barnard Castle, would be 11 ft. 5 in. high; an ordinary travelling van, without chimney, 13 feet high; Wombwell's menagerie vans, 13 ft. 4 in. high; Messrs. Growcock's lace van, 13 ft. 6 in. high.

It is clear, therfore, that any of these vehicles will pass under a clear headway of 14 feet, but, in case of a storm of snow, or a covering of stones for the repairs of the road, added to a trifling deflection of the beams, it becomes clearly too low to be at all times certain to be free for the passage of the highest of the above vehicles.

I should, therefore, recommend that at least 1 foot more in height should be obtained; and, seeing that the engineer has already raised the height of the railway to the extent allowed by law (which cannot be increased, except by consent of the landowners on each side), and to lower the road beyond 1 foot would subject it to being flooded,—

The only remedy which suggests itself to me is to lower the bed of the stream 2 feet, which I have ascertained, by levels, can be done within a distance of about 340 yards. This, although not within the limits of the Company's Act, may, no doubt, be arranged and executed at a trifling outlay. It will then leave a clear opening of archway, 15 feet high, which I think is not more than necessary, especially when it is considered the Legislature have fixed the minimum height of all bridges crossing turnpike roads to 16 feet clear headway, which, if necessary in one case, must be necessary in all.

I am, &c.

Darlington, February, 26, 1855. GEO. MASON.

Appendix No. 3.

References under Special Acts.

Darlington and Barnard Castle Railway (Height of Bridge over the Darlington and West Auckland Turnpike Road).

SIR, *Railway Department, Board of Trade, Whitehall, March* 14, 1855.

WITH reference to your letter, of the 12th instant, on the subject of the bridge to be erected by the Darlington and Barnard Castle Railway Company over the Darlington and West Auckland Turnpike Road, in the parish of Darlington (No. 23), I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords have been pleased to appoint Captain Tyler, R.E., one of their inspecting officers, to examine the locality, and to report to their Lordships thereon.

I am to add that that officer has been directed to put himself in communication with you upon the points under consideration.

I am, &c.

The Clerk of the Trustees of the Darlington and West Auckland Turnpike Road. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Railway Department, Board of Trade, Whitehall, March* 14, 1855.

WITH reference to your letter of the 9th ultimo, requesting the consent of my Lords as to the height of a bridge to be erected by the Darlington and Barnard Castle Railway Company over the Darlington and West Auckland Turnpike Road, in the parish of Darlington (No. 23), I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a communication which they have received from the Clerk to the Trustees of the above Road, and to inform you that their Lordships have appointed Captain Tyler, R.E., to examine the locality in question, and to report thereon to their Lordships.

I am to add that that officer has been requested to put himself in communication with you upon the subject.

I am, &c.

The Secretary of the Darlington and Barnard Castle Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

Darlington and Barnard Castle Railway, Barnard Castle, March 16, 1855.

SIR,

IN reference to your letter of the 14th instant, as to the height of the bridge over the Darlington and West Auckland Turnpike Road, No. 23 (Darlington) on plan, I am authorized by the directors to state that they are willing to comply with the request of the trustees of the road to erect the bridge with a clear headway of 15 feet upon receiving the sanction of the Board of Trade.

The directors presume that this compliance on the part of the directors will render Captain Tyler's visit of examination unnecessary.

I am, &c.

Captain Galton, Board of Trade, Whitehall. GEO. BROWN, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, March* 22, 1855.

WITH reference to my letter to you of the 14th instant upon the subject of the bridge proposed to be erected over the West Auckland Turnpike Road, in the parish of Darlington, by the Darlington and Barnard Castle Railway Company, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter which their Lordships have received from the secretary to the above Company, from which it appears that the Company are prepared to construct the bridge in question of the height proposed by the engineer to the turnpike road trustees. It therefore appears to my Lords that under these circumstances it will not be necessary for any inspection on the part of this Department to take place.

I am, &c.

The Clerk to the Trustees of the Darlington and West Auckland Turnpike Road, Darlington. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Darlington, March* 23, 1855.

I BEG to acknowledge the receipt of your favour of the 22d instant, enclosing copy of a letter from the secretary to the Darlington and Barnard Castle Railway Company relative to the height of the bridge to be carried over the Darlington and West Auckland Turnpike Road.

I am, &c.

Captain Galton, Board of Trade, London. THOMAS BOWES.

SIR, *Railway Department, Board of Trade, Whitehall, April* 2, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 16th ultimo, stating that the Darlington and Barnard Castle Railway Company are willing to construct the bridge over the Darlington and West Auckland Turnpike Road (No. 23) of the height of 15 feet from the level of the road, and in reply to transmit to you the enclosed certificate, signifying their Lordships' consent for the erection of a bridge of that height.

I am, &c.

The Secretary of the Darlington and Barnard Castle Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

WHEREAS by the Darlington and Barnard Castle Railway Act, 1854, a Company was incorporated by the name of "The Darlington and Barnard Castle Railway Company," for the purpose of making the railway therein-mentioned, and thereby authorized to be constructed: And whereas by the said Act and the Railways Clauses Consolidation Act, 1845, incorporated therewith, it was enacted with respect to bridges to be erected for the purpose of carrying the said railway over turnpike roads that (except where otherwise provided by the said Act authorizing the construction of the said railway) the clear height of the arch from the surface of the road should not be less than 16 feet for a space of 12 feet: And whereas by the said Darlington and Barnard Castle Railway Act, 1854, it was provided that the arch of the bridge to be erected for the purpose of carrying the railway over the turnpike road, on the deposited plans referred to in the said Act numbered 23, in the parish of Darlington, might, with the consent of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, be of the clear height from the surface of the road when

Darlington and Barnard Castle Railway (Height of Bridge over the Darlington and West Auckland Turnpike Road).

altered of not less than 14 feet for a space of 12 feet: And whereas the said Darlington and Barnard Castle Railway Company have applied to and requested the Lords of the said Committee to signify their consent to the arch of the said bridge being of the height herein-after mentioned: Now, therefore, the Lords of the said Committee, pursuant to and in exercise of the power and authority for this purpose so vested in them as aforesaid, do hereby signify their consent that the arch of the bridge to be erected for the purpose of carrying the said railway over the said turnpike road, on the said deposited plans numbered 23, in the parish of Darlington, may be of the clear height from the surface of the road when altered of not less than 15 feet for a space of 12 feet.

Signed by order of the Lords of the said Committee, the 2d day of April 1855.

JAMES BOOTH,
One of the Joint Secretaries of the said Committee.

DUNDALK AND ENNISKILLEN RAILWAY.

Dundalk and Enniskillen Railway. (Extension of Time for applying to Parliament for an Act authorizing the Construction of a Branch to Monaghan).

SIR, *Belfast, November* 24, 1855.

I BEG leave to transmit herewith a statement with reference to the certificate of your Board authorizing the Dundalk and Enniskillen Railway Company to suspend an application to Parliament for one year for the extension of their line, in pursuance of the 37th section of their Act of Parliament obtained in the last session, a copy of which I also enclose.

Some time since, you may recollect, I had the honour of waiting upon you in reference to this matter; and on talking over the subject, you were of opinion the concurrence of the Ulster Company would be desirable, I am happy to state that upon a deputation from our Company with myself waiting upon that Board, and submitting to them the statement I now submit for the consideration of your Board, that they entered into a resolution (which I now transmit) stating that they did not object to the application now made.

As the time for making the first deposits (30 Nov.) is now at hand, and considerable expense is being incurred, you will confer an additional favour upon the Company if you will kindly transmit to them a reply in terms of their application *as soon as possible* to me here, or to their secretary at Dundalk.

I have, &c.

J. Booth, Esq., Secretary of the Board of Trade. A. J. MACRORY.

(Enclosures in foregoing Letter.)

STATEMENT on behalf of the DUNDALK and ENNISKILLEN RAILWAY COMPANY.

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

THAT by an Act passed in the last session of Parliament, the 18 & 19 Vict. c. 105, intituled "An Act to enable the Dundalk and Enniskillen Railway Company to construct Extension Railways, and for other Purposes," the Dundalk and Enniskillen Railway Company were, among other things, authorized to issue certain merged shares of their original capital as preference shares, and to construct an extension of their line of railway to commence by a junction with the authorized line of the Company in the townland of Shantonagh, in the parish of Ballybay, in the county of Monaghan, and to terminate by a junction with the line of the Midland Great Western Railway of Ireland Company, at or near their Cavan Station, and also to make an extension to the Steam Packet Quay of Dundalk, in the county of Louth.

And by the 37th section it was enacted, "That the Company should within one year from the passing of that Act, or within such further period as the Board of Trade should by certificate in writing allow for the purpose, *bonâ fide* apply for and use their best endeavours to obtain an Act of Parliament authorizing them to construct a railway to connect the Cavan Extension line by that Act authorized with the line of the Ulster Extension Railway at or near the town of Monaghan, and if such Act should be passed, either on the application of the Company or on any application to be made on the authority of the Board of Trade, as therein-after provided, then the said Cavan Extension should not be opened for public traffic until the railway to connect the said Cavan Extension line with the said Ulster Extension Railway as aforesaid should be completed and opened for public traffic. Provided always, that if the Company should not within one year from the passing of that Act, or within such further period as the Board of Trade should allow in that behalf as aforesaid, *bonâ fide* apply for and use their best endeavours to obtain such Act, the Board of Trade might direct application to be made for such Act by or in the name of such person or persons as they should think fit; and the costs of such person or persons and all expenses necessarily incurred in or for the purposes of such application should be a debt due to the Crown, and recoverable against the Company accordingly."

That the Ulster Railway Company, by an Act passed in the last session of Parliament, obtained powers to construct a line of railway from their main line in the city of Armagh to the town of Monaghan, which was to join with the proposed extension of th Dundalk and Enniskillen Railway.

That the Dundalk and Enniskillen Railway had, in pursuance of said clause, caused a survey to be made, and had intended to apply to Parliament in the ensuing session to construct a line of railway from their main line at Shantonagh to the town of Monaghan, and to run into a point at or near the station of the Ulster Company at Monaghan, but by reason of the great depression in the money market, the Directors of the Dundalk and Enniskillen Company find considerable difficulty in procuring subscriptions to the required amount to enable them to proceed with the undertaking, and inasmuch as they are of opinion that a better line might be selected which would be more beneficial to both Companies and the public convenience, and as the adjustment thereof and the necessary surveys are likely to involve some discussion and consequent delay, and that it would be exceedingly difficult to be prepared to go to Parliament in the ensuing session, the Dundalk and Enniskillen Company are desirous that the Board of Trade would be pleased, in pursuance of the clause so enabling them to do, to grant their certificate for an extension of the time to make such application for one year.

ROBT. JACKSON, *Secretary.*

Board Room, Dundalk, November 22, 1855.

COPY of MINUTE passed at a Special Meeting of the Board of Directors, 23d day of November, 1855.

A DEPUTATION from the Dundalk and Enniskillen Railway Company having waited upon this Board with reference to an application which that Company intended to make to the Board of Trade for a certificate, under the 37th section of the "Dundalk and Enniskillen Railway Extension Act, 1855," authorizing them to postpone for a year their application to Parliament for an Act for the construction of a railway from Monaghan to Shantonagh,—

Resolved,—That in case of such application being made, this Board will raise no objection to its being complied with.

J. G. SMITH, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, November* 28, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th instant (with enclosures), requesting my Lords, in pursuance of the Company's Act, 18 & 19 Vict. c. 105, to grant their certificate extending the time for the Dundalk and Enniskillen Railway Company applying to Parliament for powers to make a line of railway to Monaghan, and to inform you that my Lords will take the subject into consideration.

I am, &c.

A. J. Macrory, Esq., Solicitor to the Dundalk and Enniskillen Railway Company, Belfast. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Dublin, December* 8, 1855.

As our Board meet on Friday next, and will be desirous to know the result of their application to your Board, I will feel obliged if you can favour me with the result of the application made for an extension of time in the application to Parliament for the branch line to Monaghan.

I am, &c.

Captain D. Galton, R.E., Board of Trade. A. J. MACRORY.

Appendix No. 3.

References under Special Acts.

Dundalk and Enniskillen Railway (Extension of Time for applying to Parliament for an Act authorizing the Construction of a Branch to Monaghan).

SIR, *Railway Department, Board of Trade, Whitehall, December* 13, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, relative to the application of the Dundalk and Enniskillen Railway Company for a certificate under the Company's Act of 1855, for extending the time within which the Company are to apply to Parliament for an Act to make a certain line of railway therein specified, and to inform you that the subject is still under the consideration of their Lordships.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

A. J. Macrory, Esq.,
Dundalk and Enniskillen Railway Company.

SIR, *Railway Department, Board of Trade, Whitehall, December* 13, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of an application which my Lords have received from the Dundalk and Enniskillen Railway Company for a certificate, under the 37th section of the Company's Act of 1855, 18 & 19 Vict. c. 105., extending the time within which the Company are to apply for an Act for making a railway to connect their Cavan Extension line with the Extension line of the Ulster Railway at Monaghan; and I am to request that you will inform my Lords whether the Ulster Railway Company have any objections to offer thereto.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Ulster Railway Company.

SIR, *Belfast, December* 18, 1855.

I HAVE the honour to acknowledge the receipt of your letter dated the 13th instant, covering copy of an application made by the Dundalk and Enniskillen Railway Company to the Lords of the Committee of Privy Council for Trade for a certificate extending the time within which they are to apply for an Act for making a line to connect their Cavan Extension with the Ulster Extension line; and I am instructed by the Directors to send you, for the information of my Lords, a copy of a Minute of this Board passed in reference to the subject, when they were waited upon by a deputation from the Dundalk and Enniskillen Board in November last.

I beg now to attach you the copy of the Minute referred to, and to intimate that the Directors of this railway do not intend to offer any objection to the granting of such certificate.

I am, &c.

F. BROUGHTON.

Captain Galton, R.E., Secretary,
Railway Department, Board of Trade.

(Enclosed in foregoing Letter.)

EXTRACT from Minutes of Meeting of Directors, November 23, 1855.

A DEPUTATION from the Dundalk and Enniskillen Railway Company, consisting of Messrs. Macrory, Mayne, and Minett, having waited upon this Board with reference to an application which that Company intended to make to the Board of Trade for a certificate under the 37th section of the "Dundalk and Enniskillen Railway Extension Act, 1855," authorizing them to postpone for a year their application to Parliament for an Act for the construction of a railway from Monaghan to Shantonagh,—

Resolved,—That in case of such application being made, this Board will raise no objection to its being complied with.

SIR, *Railway Department, Board of Trade, Whitehall, December* 20, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, and to transmit to you their Lordships' certificate under the 37th section of the Dundalk and Enniskillen Railway Company's Act of 1855, 18 & 19 Vict. c. 105., extending the time within which the Company are to apply for an Act for making a railway to connect their Cavan Extension line with the Extension line of the Ulster Railway at Monaghan.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Solicitor to the
Dundalk and Enniskillen Railway Company.

(Enclosure.)

WHEREAS by the Dundalk and Enniskillen Railway Extensions Act, 1855, the Dundalk and Enniskillen Railway Company were authorized (amongst other things) to make an extension of their line of railway to commence by a junction with the authorized line of the said Company in the townland of Shantonagh, in the parish of Ballybay, in the county of Monaghan, and to terminate by a junction with the line of the Midland Great Western Railway of Ireland Company, at or near the Cavan Station of that Company, in the parish of Urney, in the county of Cavan; and by the said Act it was enacted, that the said Dundalk and Enniskillen Railway Company should, within one year from the passing of the said Act, or within such further period as the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations should, by certificate in writing, allow for the purpose, *bonâ fide* apply for and use their best endeavours to obtain an Act of Parliament authorizing them to construct a railway to connect the Cavan Extension line by the said Act authorized with the line of the Ulster Extension Railway at or near the town of Monaghan: And whereas the said Dundalk and Enniskillen Railway Company have applied to the Lords of the said Committee to authorize an extension of the time limited by the said Act for making such application to Parliament as aforesaid; and whereas it is expedient that the time so limited for such purpose should be extended as herein-after mentioned: Now, therefore, the Lords of the said Committee, pursuant to and in exercise of the power and authority for this purpose by the said Dundalk and Enniskillen Railway Extensions Act, 1855, so given to them as aforesaid, do by this certificate in writing allow the further period of one year from the expiration of the said period so limited by the said Act within which the said Dundalk and Enniskillen Railway Company shall *bonâ fide* apply for and use their best endeavours to obtain an Act of Parliament authorizing them to construct a railway to connect the Cavan Extension line by the said Act authorized with the line of the Ulster Extension Railway at or near the town of Monaghan, subject to the provisions in that behalf in the said Act contained.

Signed by order of the Lords of the said Committee, the twentieth day of December, One thousand eight hundred and fifty-five,

DOUGLAS GALTON,
One of the Assistant-Secretaries of the said Committee.

Appendix No. 3

References under Special Acts.

Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

EDINBURGH, PERTH AND DUNDEE, AND LEVEN RAILWAY COMPANIES.

To the Right Honorable the Lords of the Committee of Privy Council for Trade, &c.

May it please your Lordships, *Westminster, 17, Fludyer Street, July 7*, 1854.

We beg leave to lay before your Lordships the accompanying contract and agreement between the Leven Railway Company, and the Edinburgh, Perth, and Dundee Railway Company, also the Leven Railway Act, 1852.

We refer your Lordships to clause 43 of said Act, wherein it is provided, that such contract and agreement between the said Companies, before being acted upon, shall be duly laid before your Lordships, and for this purpose the same is now submitted.

We have further to add, that Captain Tyler from the Board of Trade was over the Leven line on the 4th, and the Directors are arranging to open it on Friday the 14th; and as the line is to be worked under the contract with the Edinburgh, Perth, and Dundee Railway Company, your Lordships are respectfully but most earnestly requested to take the contract into consideration at as early a period as may be convenient.

We have, &c.

Dodds and Greig.

(Enclosure.)

At Edinburgh, the fourteenth day of April, in the year one thousand eight hundred and fifty-three, in presence of the Lords of Council and Session, compeared George Monro, Esquire, Advocate Procurator, for Stodart Macdonald, solicitor, before the Supreme Courts, ingiver of the contract and agreement underwritten, desiring the same might be registered in their Lordships' books, conform to Act of Parliament anent the registration of probative writs, which desire the said Lords found reasonable and ordained the same to be done accordingly, whereof the tenor follows: It is contracted, agreed, and ended between the Leven Railway Company, incorporated by "The Leven Railway Act, 1852," on the first part, and the Edinburgh, Perth, and Dundee Railway Company, incorporated by "The Edinburgh, Perth, and Dundee Railway (Consolidation) Act, 1851," on the second part, in manner following; that is to say, whereas the said first party, by their said Act were authorized to make a railway commencing by a junction with the line of the Edinburgh, Perth, and Dundee Railway at or near to Thornton Junction Station, in the parish of Markinch, in the county of Fife, and terminating at or near to (to) Burnmill, in the parish of Scoonie and county aforesaid, with a branch railway diverging from or out of the said intended railway at a point thereon at or near to where Burnmill lead leaves the River Leven in the said last-mentioned parish, and terminating at or near to Kirkland works, in the parish of Wemyss and county aforesaid, and another branch railway diverging from or out of the said railway at or near to Burnmill, in the said parish of Scoonie, and terminating at or near to the harbour of Leven, in the said last-mentioned parish: And whereas by the said Leven Railway Act, it was enacted that it should be lawful for the said Edinburgh, Perth, and Dundee Railway Company, and the said Leven Railway Company to make, enter into, and complete any contracts and agreements or arrangements which might by them mutually be deemed necessary and advisable for the working and use of the said Leven Railway, the arrangement of the traffic thereon, and generally for and in respect of all such matters and things as might be necessary for the proper and efficient working of the said Leven Railway when completed, on such terms and conditions and in such manner as might be agreed upon by and between the said companies; provided always, that all such contracts and agreements or arrangements before they could be put in force should be duly laid before the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, and that the same should have no force or effect until the Lords of the said Committee should have signified their approbation thereof in such form and manner as to them should seem meet; and by which Leven (Act) Railway Act, it was farther enacted, that nothing contained in the said Edinburgh, Perth, and Dundee Railway (Consolidation) Act, 1851, and the several Acts specified in the Schedule to said Act annexed, so far as the same might not by said Act be repealed, should be held or construed to limit or prevent the said Edinburgh, Perth, and Dundee Railway Company, and the said Leven Railway Company from making, entering into, and completing all such contracts and agreements or arrangements as might by themselves mutually be deemed necessary and advisable, but subject always to the control and approbation of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations as in the said Act before provided and above narrated. And whereas the said Leven Railway Company, and the said Edinburgh, Perth, and Dundee Railway Company have under the powers contained in the said Leven Railway Act, 1852, resolved to enter into the agreement following: Therefore the said parties hereto mutually covenant and agree the one with the other, and bind and oblige themselves respectively, to implement and fulfil all and singular the provisions, conditions, and obligations herein-after contained on their respective parts; that is to say, Primo, that so soon as the said Leven Railway and the foresaid branches, if the said branches shall be made, and all stations, sidings, platforms, loading-banks, steelyards, turning-tables, water-tanks, cranes, sheds, and other conveniences necessary for the traffic thereof shall have been constructed, and a report obtained from the railway inspector of the Commissioners of Railways, or such other officer as may for the time discharge the duties now vested in the said Commissioners as regards the inspection of railways, that the said railway and works, and the said branches, if made, are completely finished and ready to be opened for traffic, the said second party undertake and hereby bind and oblige themselves during the subsistence of this agreement to run such number of trains on the said Leven Railway in connection with their own railway and the passenger station of the said Leven Railway at or near to Leven as may be necessary to work the traffic of the said Leven Railway, not being fewer than four trains daily each way during the months of summer and autumn, and three trains daily each way during the months of winter and spring, and also in the event of the passenger station being situated on the main line to run such number of trains as may be necessary to work the traffic on the foresaid Harbour Branch, but not to exceed the number beforementioned; and also from time to time to provide, as the traffic may require, in addition to the tank-engine or engine and tender, stipulated to be furnished by the said first party in article second hereof, all proper engines, tenders, carriages, trucks, and cattle, goods, and mineral waggons, together with all requisite furnishings in connection with such engines, tenders, carriages, and waggons, for the conduct of the traffic of the said Leven Railway and Harbour Branch, and farther to provide all necessary enginemen, firemen, guards, brakesmen, and generally all men necessary for working and conducting the trains on the said railway and branch, and shall keep and maintain in good travelling order and condition the said engines, tenders, carriages, and others, and renew the same when needful, whereby to work the traffic of the said Leven Railway and Harbour Branch in an efficient manner, to the satisfaction of the Joint Committee herein-after appointed, or as may be otherwise provided, declaring that the passenger station at or near to Leven may in the option of the said first party be placed either on the main line in the field marked No. 24 (number twenty-four) in the parish of Scoonie on the Parliamentary plan, or on the Harbour Branch in the field marked No. 40 (number forty) in said parish; but in the event of the railway being extended eastward, the passenger station shall be placed on the main line at or near to the said field, No. 24 (number twenty-four), in which case the said second party shall only be bound to work the traffic in goods and minerals on the said branch; and farther, the second party shall not, unless they see proper, be bound to work the said last-mentioned traffic otherwise than with horse power. Secundo, the said first party shall furnish to the said second party a locomotive tank-engine, or engine and tender, suitable for working the traffic on the said Leven Railway and Harbour Branch; and the said second party shall at the end of this agreement pay to the said first party a sum of money equal to that disbursed by the said first party in the purchase of said engine. Tertio, the said second party shall be bound during the period of this agreement to maintain the said Leven Railway and the Harbour Branch (if made) and works in good working order and condition, and at the expiry hereof to leave the same in good working order, the expense of maintenance to be provided as after-mentioned, it being understood and declared that the maintenance above provided for comprises merely the repair and renewal of all tear and wear, and that if any defect or insufficiency shall be found to exist in the original construction of the said railway branches and works, or if any extraordinary casualty arising from any such defect or insufficiency shall occur, the said first party shall be responsible for the consequences thereof, and shall also be bound to make good any such defect or insufficiency, in which event the said second party shall allow the capital upon which a dividend at the rate provided for in Article Thirteenth is to be paid to the shareholders to be encreased, and that to the extent of the sum which may be required to make good the said defects or the consequences of the said casualties, but under the declaration always that such encreased capital shall not exceed the amount of the share and loan capital authorized by the said Leven Railway Act. Quarto, that for the special purposes of carrying out this agreement, a Joint Committee shall be appointed, consisting of six members, three of whom shall be named by the said first party from their Board of Directors, namely, their chairman and two of the other members of their Board, and three shall be named by the said second party, namely, their chairman and two other directors, which committee shall have the powers herein-after mentioned; and the parties shall from time to time renew or fill up vacancies as regards their respective members of said committee. Quinto, the chairman of the said first party shall be chairman of the said Joint Committee; and in his absence at any meeting, the members present shall choose one of their number as chairman of said meeting. Sexto, the

Primo.

Secundo.

Tertio.

Quarto.

Quinto.

Sexto.

Appendix No. 3.

REFERENCES UNDER SPECIAL ACTS.

Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

said Joint Committee shall, upon notice by the secretary of the said second party, meet monthly at Edinburgh or such other place as they may fix, and also at such other time and place as they may from time to time appoint; and meetings of the said Joint Committee may be called by the chairman or any two of the members by written requisition to the secretary of the said second party; and to constitute a meeting there shall be present at least three of the members, who shall be a quorum; and all questions at such meetings shall be determined by the majority of votes of the members present, and in case of any equality of votes the chairman shall have a casting vote in addition to his vote as a member; and the members of the said Joint Committee, when they shall have occasion to pass along the railways of the said parties hereto on the business of their respective companies, shall be entitled to travel free of charge. Septimo, the said Joint Committee shall cause minutes of the orders and proceedings of all their meetings to be duly entered in books to be from time to time provided for the purpose, which shall be kept under the superintendence of the Joint Committee; and every such entry shall be signed by the chairman of the meeting, and such entry so signed shall be received as evidence in all courts without any further or additional proof. Octavo, subject to the condition contained in Articles Twelfth and Twentieth hereof, the said Joint Committee shall fix the tolls, rates, and duties which shall be levied and collected for the local passenger and other traffic on the said railway and branches; and the said Leven Railway Company shall be entitled to and credited with the full rates charged for such local passenger and other traffic, which for passenger traffic between Leven Station and Thornton Junction shall not be less than one shilling for the first class, tenpence for the second class, eightpence for the third class, and sixpence for the parliamentary or fourth class, and these rates shall not be reduced except with the consent of the said first party; and the said first party bind and oblige themselves to ratify and approve of the tolls, rates, and duties which shall be fixed by the said Joint Committee, or in the event provided for by said Article Twentieth, which shall be fixed by the said second party whether of the amount above mentioned or higher, and to declare them to be the tolls, rates, and duties to be levied and collected as aforesaid. Nono, That the said second party shall have the appointment and removal of all officers and servants necessary for the working and management of the said Leven Railway and Branch, the secretary excepted, who shall be appointed by the said first party, and whose salary shall be fixed by the parties mutually, but the salaries of all the other officers and servants employed upon the line shall be fixed by the said second party, provided always that such salaries shall not exceed those paid by the said second party on their own line for similar duties under similar circumstances; declaring that in the event of any circumstances, or from the provisions of the said Leven Railway Act, requiring or making it necessary that the tolls and rates should be collected, or that the foresaid appointments and removals of officers and servants shall be made by the said first party, then the said first party hereby bind themselves to give all notices, and to afford all assistance which may be necessary under their Act for levying in a due and legal manner the foresaid tolls and rates, subject to such conditions as may hereafter be agreed upon, and to appoint and remove such officers and servants as may from time to time be named by the said second party, or to confirm any appointments or removals they the said second party may have made, providing always that any expense incurred by the said first party in carrying out the provisions of this Article shall be defrayed in the same order of priority as the payments first provided for under Article Thirteenth hereof. Decimo, that in the event of the said first party considering that the working of the foresaid traffic on the said Railway and Harbour Branch is at any time irregular or unsatisfactory, the arbiter appointed or to be appointed under these presents shall have full power to require the said second party to work the same according to the true intent and meaning of these presents. Undecimo, the said second party undertake to book, forward, and receive all through traffic to or from stations on the Leven Railway and Branches from or to stations on the Edinburgh, Perth, and Dundee Railway, or from or to stations on other railways with which they may have through booking arrangements, at such tolls, rates, and duties, as may from time to time be agreed upon, and as may be found necessary to secure such traffic, provided always, that the said first party shall be made parties to and their approval obtained for all such through booking arrangements; and the proportion of the through fares for passenger traffic payable to the said first party shall not without their consent be less than one shilling for first-class, tenpence for second-class, eightpence for third-class, and sixpence for parliamentary or fourth-class passengers, and declaring that the accounts for such traffic shall, if required by the said first party, pass through the clearing house. Duodecimo, in the event of any competition arising as between Leven and Dysart or Kirkaldy by coach or steamboat, the said second party shall be bound to convey all passengers booked between Leven and stations on the line of the Edinburgh, Perth, and Dundee Railway to the south of Thornton Junction at a mileage rate which shall not be higher than the said second party shall at the time charge for the conveyance of passengers from Edinburgh to Kirkcaldy or Dysart as the case may be; declaring generally without prejudice to the foresaid special provision, that, if necessary to put down competition, both the parties hereto shall concur in such arrangements, and make such mutual reductions in tolls, rates, and duties, as may be necessary and proper; but such mutual concurrence shall, as respects both parties, be optional in the event of the Harbour Branch being carried beyond the field No. 40 (number forty), and should competition arise subsequent to such extension, then and in that case the means whereby such competition shall be met shall be the subject of special arrangement between the two parties, excepting in the case in the first place above provided for. Decimo tertio, the said second party shall be entitled during the currency of this agreement to draw the whole revenue and profits of the Leven Railway and Branches, or to receive the same in such manner as may be arranged in conformity with the provisions of the Leven Railway Act under the provision and declaration before expressed in Article Ninth hereof, and the sums received shall be applied by the said second party in manner following, viz. First, for the maintenance of the said main line and branches if made, and of the stations, works, conveniences, and renewals, and for payment of all taxes, public burdens, feu duties, annual payments to tenants for lands occupied by the railway and branches, or other annual payments; of all stationery, advertisements, books, forms, tickets, and other furnishings; of salaries and wages of officers and servants employed solely for behoof of the said Leven Railway and branches; insurance of stations, buildings, and other property against fire; and generally for all expenses incurred by the said second party excepting locomotive power, carriages, and the wages of enginemen, firemen, guards, brakesmen, and the other men necessary for working and conducting the trains which are to be paid by the said second party from their own funds in consideration of the mileage rate herein provided: Second, for the payment of the interest of the money borrowed by the said first party under the powers contained in their said Act of Parliament at such rates as the money can be obtained: and Third, for payment to the said first party of a dividend at the rate of four and one half per cent. per annum, on the amount of their share capital or stock applied in the construction of the said railway, branches, and works, including preliminary expenses and the expense of obtaining their said Act of Incorporation; that the foresaid interest and dividend shall, if the funds are available, be payable for the completed portion of the railway half yearly from the date when the said railway is taken possession of by the said second party; declaring that the amount of share and loan capital upon which the said second party are to pay interest and dividend as aforesaid shall not exceed the sum of twenty-eight thousand pounds, being the amount of share and loan capital authorized by the said Leven Railway Act, and the amount on which they are so to pay shall be ascertained and fixed previous to the said second party commencing the working of the said railway and harbour branch; and the said first party agree that in so far as their borrowing powers are exercised previous to the calling up of their whole share capital, the loans shall be paid off from the calls remaining to be made until the permanent loan capital be reduced to five thousand pounds, and that within a period of two years after the date of the passing of the foresaid Act; and they the said first party also agree that in the acquisition of land for the formation of the said railway, branches, and works, the same shall be by purchase, and not by way of feu or for a yearly or termly payment except with consent of the said second party. Decimo quarto, the said second party shall daily place in one of the banks in Leven, in name of the foresaid Joint Committee, the tolls, rates, and duties, levied and collected by them to the extent of thirty pounds per week, from the traffic arising from the Leven Railway and branches until a sum at most equal in amount to the interest and dividend above provided to be paid on the share and loan capital of the said first party shall be collected, and which sum so deposited shall be paid to the said first party when the said interest and dividend shall be payable, but declaring always that, if after setting aside and depositing in bank the said sum of thirty pounds per week the surplus of the tolls, rates, and duties, to be collected by the said second party for the Leven Railway and branches shall be inadequate to meet the payments specified in the first head of Article Thirteenth hereof, then the money so collected and deposited in bank at Leven shall in the first instance be applied in so far as necessary for these payments before any appropriation thereof shall be made for the payment of the foresaid interest and dividend. Decimo quinto, that after the said payments the remainder, if any, of the sums received by the said second party for the said Leven Railway and Branches shall be applied in manner following; namely, in payment to the said second party of one shilling per mile as the allowance for each passenger train run by them on the said Leven Railway and Branches, and the like allowance for each goods, cattle, and mixed train, and for each mineral train run upon the same, any fractional part of a mile run being deemed an entire mile; and in such cases as it may be necessary to employ two engines for the conveyance of any one train the said rate per mile shall be doubled, which one shilling per mile shall be a maximum rate; and in the event of any improvements being made on the engines and mode of working of railways, whereby a reduction of cost can be effected from what railways are now worked at, then a corresponding reduction shall be made in the foresaid rate as shall be arranged exclusively between the said parties hereto; and with the view of ascertaining the amount due and payable to the said second party under this article and provision, the said second party shall keep an account of the number and description of trains and of the distance run, which account so taken shall be open to the inspection of the said first party or of any person to be appointed by them for the purpose, and such accounts or copies thereof duly certified shall be transmitted and furnished to them at any time when required; and the said amount due to the said second party shall be paid and discharged half-yearly at the periods for the payment of the interest and dividends mentioned in Article Thirteenth hereof after the preferable payments thereby provided, but it is hereby declared that no mileage shall be paid to the said second party for empty goods, cattle, or mineral waggons or trucks conveyed along the line. Decimo sexto, in the event of any additional sidings being required at Thornton Junction Station for the accommodation of the traffic of the said Leven Railway, such sidings shall be made by and

Septimo.

Octavo.

Nono.

Decimo.

Undecimo.

Duodecimo.

Decimo tertio.

Decimo quarto.

Decimo quinto.

Decimo sexto.

at the expense of the said first party, but the expense of managing and working the said station shall be borne by the said second party, who shall have the entire control and management thereof. Decimo septimo, the said second party shall be responsible for the consequences of all accidents occasioned by their working of the Leven Railway and Harbour Branch, and shall pay for all loss, injury, and damage resulting or arising therefrom or in consequence thereof, but subject always to the provision and exception contained in Article Third hereof: They shall be responsible for all loss, injury, and damage arising from fire at the stations or on or along the line of the said Leven Railway and Harbour Branch, or for the burning of goods or other articles: Also for loss or damage of goods carried thereon for the safety of which the said first party may be liable: also for all loss and damage proceeding from the fault, neglect, or inability of any officer or servant employed or appointed by them in connection with the working, management, or traffic of the said Leven Railway and Branches, of which loss and damage the said second party hereby bind themselves to free and relieve the said first party, and of all expenses connected therewith subject to the provision mentioned in Article Eighteenth hereof. Decimo octavo in the event of there remaining any surplus of the receipts drawn by the said second party for the traffic of the said Leven Railway and Branches, if executed, after providing for the several purposes and payments above specified, the said second party shall at the sight of the Joint Committee be entitled out of such surplus to repayment of such sums as they may have paid for loss or damage as provided for in Article Seventeenth hereof during the preceding six months, or which may have stood over unliquidated from the surplus of any previous period so far as such surplus will go, and the said surplus or balance of such surplus, after such repayments, if any, shall be divided half-yearly, or as often as can be conveniently done at the sight of the said Joint Committee in two equal portions, one moiety or half of which shall be paid to the said first party, and the other moiety or half shall be paid to the said second party. Decimo septimo.

Decimo octavo.

Decimo nono. Decimo nono, the said second party shall keep an account of the whole sums received by or due to them for the tolls, rates, and duties and working of the said Leven Railway and branches, and of payments made by them in terms of this agreement, and shall half-yearly, and as at the thirty-first January and thirty-first July in each year render to the said first party a particular account of the same, commencing the first account to be so rendered from the date when the said Leven Railway and branches and works, or any of them, are taken possession of by the said second party, as mentioned in Article First hereof to the thirty-first of January or thirty-first of July, whichever of these shall first happen, and so on half-yearly thereafter; and which accounts shall be so rendered by the said second party to the said first party within twenty-one days after the said half-yearly periods respectively, and the Directors of the said Leven Railway Company, or any person to be appointed by them shall be entitled to inspect at any time all books or accounts of the said second party, so far as connected with the traffic of the said Leven Railway and Branches, and the said tolls, rates, and duties and payments, and to obtain extracts therefrom duly certified by the secretary of the said second party.

Vigesimo. Vigesimo, the said first party shall not in respect of anything herein contained be bound to construct either of the foresaid branches or any part of them unless they see fit so to do. But if the said branch to Kirkland is executed, the occupants of the Kirkland works shall be at the expense of working the same, but subject always to the direction of the said second party, who shall have the sole control and direction thereof; and if the foresaid Harbour Branch is executed, and if the same is carried nearer to the harbour than the field or enclosure marked No. 40 (number forty), parish of Scoonie, on the parliamentary plan thereof, then and in that case it is specially conditioned and agreed, anything to the contrary hereinbefore contained notwithstanding, that the said second party shall have the sole control over and the right of fixing the rates to be charged for traffic along the whole length of the main line of the said Leven Railway and of the said branches, with this limitation only, that they shall not have power to diminish the rates below the amount which shall have been fixed by the foresaid Joint Committee, which rates so to be fixed by the said second party shall as before provided be ratified and approved of by the said first party.

Vigesimo primo Vigesimo primo, this agreement shall endure for the period of twenty-five years from and after the date when the said railway, branches, and works, or any part thereof, are taken possession of by the said second party, and the parties hereto bind and oblige themselves to carry out this agreement by every means in their power, and to execute all deeds or writings, and give such consents, and permit and concur in all such other acts, matters, and things as may be necessary and proper for fulfilling and carrying into full effect the whole articles, stipulations, and obligations herein contained.

Vigesimo secundo. Vigesimo secundo, in case any dispute or difference shall arise in regard to any matters or things connected with or arising out of the present agreement, or as to supplying any provision or condition essential to the proper working thereof, which may be omitted herein, both parties hereby submit and refer the same to the decision of James Allport, manager of the Manchester, Sheffield, and Lincolnshire Railway, whom failing by death or non-acceptance to the decision of one arbiter to be mutually chosen, or of two arbiters, one to be named by each party, with power to them to name an oversman, and with power to the said arbiter or arbiters, or oversman, to give forth and pronounce decrees arbitral, one or more, interim or final, and which decree or decrees arbitral the said parties bind and oblige themselves to implement and perform.

Vigesimo tertio. Vigesimo tertio, both parties bind and oblige themselves to implement, and perform their respective parts of the premises, and the awards interim or final to be pronounced by the arbiter or arbiters or oversman, and that under the penalty of ten thousand pounds to be paid by the party failing to the party performing or willing to perform the same over and above performance.

Lastly. Lastly, it is hereby conditioned and declared that the substance of this agreement shall be dependent upon the said first party being able within years after the date of the passing of their foresaid Act of Incorporation, to raise the funds necessary for the completion of the said railway and works: And both parties consent to the registration hereof, and of the said decrees arbitral, interim or final, in the Books of Council and Session, or others competent for preservation, and that all necessary execution may pass thereon in common form, and thereto constitute their procurators, &c. In witness whereof, these presents consisting of this and the fourteen preceding pages, written on duly stamped paper, by Robert Deans, Clerk to Stodart Macdonald, Solicitor, Supreme Courts of Scotland, Edinburgh. The words "twelfth," in the second line counting from the bottom of page fifth hereof, and "appropriation" in the tenth line, counting from the top of page tenth hereof, being written or partly written on erasures before execution, are subscribed as follows, videlicet, by John Haig, Esquire, Distiller, Cameron Bridge, near Leven; James Anderson, Esquire, of Durie Foundry, Leven; and George Wilson, Esquire, Prinlaws by Leslie, three and a quorum of the Directors of the said Leven Railway Company, for and on behalf of that Company, and sealed with the Seal of said Company, all at Leven, the twenty-eighth day of March, one thousand eight hundred and fifty-three, in presence of these witnesses, Robert Kellock and John Lawrie, both apprentices to Andrew Wilkie, Writer, Leven; and by Robert Landale, Esquire, of Pitmedden, residing in Edinburgh; William Muir, Esquire, and James Taylor, Esquire, both Merchants in Leith, three and a quorum of the Directors of the said Edinburgh, Perth, and Dundee Railway Company, for and on behalf of that Company, and sealed with the seal of the said Company, all at Edinburgh, the eighth day of April, and year last-mentioned, in presence of these witnesses, George Wauchope and John Paull, both Clerks in the head office in Edinburgh of the said last-mentioned Railway Company, (signed) John Haig, Director, James Anderson, Director, Geo. Wilson, Director, (L.S.) Rob. Landale, Director, William Muir, Director, James Taylor, Director, (L.S.) Robert Kellock, witness, John Lawrie, witness, G. Wauchope, witness, John Paull, witness. Extracted furth of the Books of Council and Session, upon these forty-four pages of stamped paper, by me, Henry Duncan Fergusson, Assistant Keeper of the Register of Deeds, Probative Writs, &c., conform to Act of Parliament, and holding commission to that effect from the Lord Clerk Register of Scotland.

H. D. Fergusson.

Gentlemen, *Railway Department, Board of Trade, Whitehall, July* 17, 1854.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th instant, enclosing a copy of a proposed agreement between the Leven Railway Company and the Edinburgh, Perth, and Dundee Railway Company; submitted for the approval of their Lordships under the 43rd section of the Leven Railway Act, 1852; and in reply, I am to inform you, that subject to the modifications stated below, their Lordships will be prepared to signify their approval of the agreement.

It appears to their Lordships that clause *eight* of the agreement, by which the Leven Railway Company agree to ratify the tolls, rates, and charges for the traffic on their railway, which, within the limit of a specified minimum rate, shall be fixed by the Joint Committee of the two Companies, and clause *twenty* by which they agree to ratify those that, in a certain event, shall be fixed by the Edinburgh, Perth, and Dundee Railway Company, should be qualified by a proviso, that the rates to be fixed under the agreement shall in no case exceed those authorized by the Act for making the Leven Railway.

With reference to clause *eight*, I am also to observe that it is thereby proposed to settle a minimum fare, between Leven station and Thornton station, of "sixpence for the parliamentary or fourth class" of passengers. As the line that has been made, and which it is now intended to open, is not quite six miles in length, this fare would exceed the rate authorized by the Act, 7 & 8 Vict. c. 85, s. 6. My Lords are therefore of opinion, that in the place of these words in the eighth clause, there should be introduced the following exception,—"except "third-class passengers by any cheap train run in pursuance of the Act 7 & 8 Vict. c. 85."

The provisions in clauses *eleven* and *twelve* with respect to *through* traffic, appear to exceed the powers given by the Act, which relate only to arrangements for working the *Leven* railway, and to be objectionable on that account, and also inasmuch as the object they have in view is avowedly to put down the competition of other means of conveyance. For these reasons their Lordships consider that these clauses should be omitted.

Appendix No. 3.

References under Special Acts.

Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

The *twenty-first* clause provides that the agreement shall continue in force for twenty-five years, and no power is given to either party of determining the arrangement, or proposing a variation of its conditions, before the expiration of that period. It appears to my Lords, that this term is longer than is expedient for the continnance, without the opportunity of revision, of an arrangement between these Companies, by which a minimum is fixed to the fare for the conveyance of passengers; and that the duration of the agreement should be limited to ten years.

I am to add, that so much of clause *twenty-two* as relates to supplying, by the award of arbitrators, any provisions or conditions, omitted in the agreement, and essential to the proper working thereof, appears to be unauthorized by the 43rd section of the Act, which, in requiring the approval of the Board of Trade to the agreement, renders it necessary that all the terms of the arrangement should be submitted for their Lordships' consideration.

I am, &c.

Douglas Galton,

Captain, Royal Engineers.

To Messrs. Dodds and Greig.

Sir, 17, *Fludyer Street, Westminster, July* 31, 1854.

We beg to acknowledge receipt of your letter of the 17th, in reference to the agreement betwixt the Leven Railway Company and the Edinburgh, Perth, and Dundee Railway Company, which has been submitted for the approval of the Board of Trade, and referring to the conference which Mr. Johnstone and Mr. Haig, two of the Directors of the Leven Railway, and we had the honour to have with you to-day, we beg to submit the following observations in reference to the objections which have been stated in your letter to the agreement as it now stands.

The first objection refers to Clause 8th of the agreement, to which their Lordships require a proviso to be added to the effect that the rates to be fixed in virtue of that clause shall not exceed those authorized by the Leven Railway Act. To meet this requirement we propose to add at the end of the clause the following words,—"and generally providing that the tolls, rates, and duties to be fixed under this agreement shall in "no case exceed those authorized by 'The Leven Railway Act, 1852.'"

The next observation also refers to Clause 8, it being objected that it is thereby proposed to settle a maximum fare between Leven Station and Thornton Station of "Sixpence for the parliamentary or fourth-"class" of passengers, which is larger than the fare authorized by the 7 & 8 Vict. c. 85. s. 6, the line being only 5 miles, 6 furlongs, 1 chain, and 80 links. To obviate this objection the Companies propose after the words "third class," to delete the words "and sixpence for the parliamentary or fourth class," and in place thereof to insert the words, "except third class passengers by any cheap train run in pursuance of the "7 & 8 Vict. c. 85," being the words specified in your letter. These alterations being made on Clause 8, seem to meet the objections taken by their Lordships.

The next objection stated refers to Clauses 11th and 12th of the agreement. The objections are twofold; the first being, that as these clauses relate to through traffic the agreement is *ultra vires* of the Companies; the second, that as their avowed object is to put down competition, their Lordships consider they should be omitted. In reference to these objections we beg to submit the following observations:—

1st. As to the agreement being *ultra vires* of the Companies.

There are two clauses in the Leven Railway Act referring to agreements, viz. the 43rd and 48th. By the 43rd, the Companies "are empowered to make, enter into, and complete any contracts and agreements or "arrangements which may by them mutually be deemed necessary and advisable for the working and use of "the railway by this Act authorized, the management of the traffic thereon, and generally for and in "respect of all such matters and things as may be necessary for the proper and efficient working of the said "railway when completed, on such terms and conditions and in such manner as may be agreed upon by and "between the said Companies;" and while by the preceding clause much power was given to the Companies to make contracts, so intimate is the relation of the small line to the through trunk, that by Clause 48 Parliament declared "that nothing contained in the Acts relating to the Edinburgh, Perth, and Dundee "Railway should be held or construed to limit or prevent the said Edinburgh, Perth, and Dundee Railway "Company, and the Company hereby incorporated from making, entering into, and completing all such "contracts and agreements or arrangements as may by them mutually be deemed necessary and advisable." It will farther be kept in view, that by "The Railways Clauses Consolidation (Scotland) Act, 1845," section 87," the Company is empowered to enter into contracts with any other Company for the passage of trains and apportionment of tolls on the lines of the contracting parties. This Act is incorporated with the Special Act, and is to be read as part of the same. Any contract, however, entered into betwixt the Companies in virtue of either the Special Act or the Consolidation Act, or both combined, falls under the clauses of the Special Act to be submitted to the Board of Trade.

The above-recited clauses authorize the Companies to enter into the contracts therein contemplated "*on* "*such terms and conditions and in such manner as may be agreed upon.*" It is therefore a matter of no moment whether the consideration to be given to the Edinburgh, Perth, and Dundee Railway for the working of the Leven line be simply a pecuniary one, or consist of advantages to be derived from the development of traffic to arise through the joint working of the two railways, provided such advantages are secured in conformity with the provisions of the General Acts, and we feel assured that there is nothing in the traffic arrangements contained in this working contract, which are repugnant to the 80th and 83rd section of the General Act; but on the contrary, we find the whole of the arrangements strictly within the authority thereby conferred.

The Leven Railway Company, by the agreement, say to the Edinburgh, Perth, and Dundee Company, we give you the line and allow you to collect the revenue and manage the traffic in connexion with your own line, provided you out of the earnings,—

(1.) Maintain the line.
(2.) Pay interest on borrowed money.
(3.) Pay us 4½ per cent. on our capital.
(4.) Pay yourselves 1*s.* per mile for each train; and
(5.) After making all the previous payments, divide any surplus with us.

The agreement then as to through traffic is truly one of the "terms" upon which the Leven Railway Company have agreed to give the use of their line to the Edinburgh, Perth, and Dundee Company. We hope that on the perusal of these remarks you will be satisfied that the agreement as to through traffic is not *ultra vires* of the Companies. But the principal objection of their Lordships arises from the circumstance of these clauses (the 11th and 12th) containing stipulations repugnant to the public interest. We therefore proceed:—

2nd. With regard to the objection that these clauses are intended to put down competition.

We shall proceed to treat separately of the Clauses 11 and 12.

The 11th Clause provides:—

1st. For through booking arrangements (which we have endeavoured to show are quite competent to the Companies).
2nd. For rates of such moderate amount as will secure the traffic.
3rd. For the sanction of all through rates by the Leven Company.
4th. For minimum shares of the through passenger traffic to be paid to the Leven Company.
5th. For the traffic accounts passing through the clearing house.

This clause contains the essential consideration in respect of which the Leven Company have agreed to hand over their revenues to the Edinburgh, Perth, and Dundee Company. The 8th section no doubt provides certain minimum rates for *local traffic*, that is to say, traffic originating and terminating upon the Leven Railway, but it may easily be supposed how small will be the local traffic on a line of six miles. The through traffic is that from which the revenues are chiefly to arise, and hence the necessity of making provision for their equitable apportionment.

Without the 1st provision of Clause 11, the Edinburgh, Perth, and Dundee Company might hold Thornton Junction (see diagram herein.after contained) as the terminus of the traffic passing from or to the Leven Railway, and claim all the terminal dues which properly belong to the Leven Company, and which form a large item of revenue.

Were the 2nd provision struck out the Edinburgh, Perth, and Dundee Company might charge their maximum rates upon traffic passing over their railway (and much of it will pass over the whole distance), and so concuss the Leven Company, thereby rendered quite dependant, into the acceptance of the smallest proportion of the through rate they might choose to dictate. Thus the agreement might prove fatal to the interests of the Leven Company, without the public reaping any advantage in the reduction of the cumulo rates. On the other hand the provision as it stands refers to the reduction of, and not to the increase of, rates; and while it never can be exercised to the prejudice of the public, it will always secure it in the full advantages which result from competition.

The 3rd provision has the like object of protecting the Leven Company against oppression by the Edinburgh, Perth, and Dundee Company, and entitles them to see that the arrangements with other Companies, as to the apportioning of their rates with such other Companies, and the fixing of terminal dues are not such as to operate to their prejudice, an object perfectly legitimate and fully sanctioned by the General Railway Act.

The fixing of the minimum proportion of through rates for passengers, which is the subject of the 4th provision, is purely for the protection of the Leven Company against the Edinburgh, Perth, and Dundee Company, and does not affect the public interest, the rates fixed being much lower than the Special Act empowers. The first class is fixed at 1*s.* in place of 1*s.* 6*d.*, the second at 10*d.* in place of 1*s.*, and the third at 8*d.* in place of 9*d.*, as the Act allows.

5. The passing of the accounts through the clearing house, it must be admitted, is a measure tending to secure a just division of the rates, and not affecting public interests.

From the above observations it will be seen that the 11th clause is not one to which any objection can reasonably be taken on public grounds. It is the clause which secures to the Leven Company its fair share of the through rates, and without it the agreement could not be made of any avail to that Company. To put an end to all doubts, however, the Leven Company are perfectly willing that a provision be added to the following effect, "and provided farther that such tolls, rates, and duties shall not exceed the maximum tolls, "rates, and duties authorized by the Acts of Parliament relating to the respective Companies." And the minimum rate for fourth class passengers will be adjusted in this clause as in Clause 8.

The use of an unfortunate expression in Clause 12th has led to a misapprehension on the part of their Lordships which we hope the following remarks will remove.

The Edinburgh, Perth, and Dundee Railway Company as will be seen from the sketch below is a trunk line proceeding from Edinburgh to Granton, thence by Ferry to Burntisland, and thence through Fifeshire to the North. From the position of its track it cuts off the great portion of the county of Fife which juts out into the German Ocean, being bounded on the south by the Frith of Forth, and on the north by the Frith of Tay and Bay of St. Andrews. The portion of this extensive county thus cut off is entirely unprovided with railway accommodation, except in so far as the Leven Railway about to be opened supplies the same.

A glance at the preceding diagram will at once explain to their Lordships the real intention of the stipulations contained in 11 and 12 of the agreement in relation to the contracting parties on the one hand and the public on the other. It will at once be obvious to their Lordships from the diagram, that from the position of the Leven line, situated as its furthest terminus, viz. the town of Leven, is on the sea coast, that betwixt that point and Edinburgh, the great centre of population, there may be various ways of communication. There is, in the first place, communication betwixt Granton and all the towns on the south coast of Fifeshire (communication) by steamboats; and, in the second place, there is communication from Edinburgh with the town of Leven by means of the Edinburgh, Perth, and Dundee Railway, by a passenger taking the line of the Edinburgh, Perth, and Dundee to Kirkaldy or Dysart (see the diagram), and thence by *coach to Leven*, according to the route marked on the diagram by the line — · — · — · — · The point of junction, however, where the Leven Railway starts from the Edinburgh, Perth, and Dundee line, is Thornton junction, a point some miles more distant from Edinburgh than either Kirkaldy or Dysart, the towns from which at present coaches run to Leven. Now the sole object of the provisions in Clause 12 is to protect the Leven Company and the public from any hostile measure on the part of the Edinburgh, Perth, and Dundee Railway Company as against the Leven Railway. The object of the Leven Railway Company is at once to secure moderate through rates for traffic coming to or going from its line, as well as moderate rates on its own line. This principle alone is involved in the stipulations in question.

To illustrate the position of the Leven Railway Company, permit us to call your attention to a case against which the clauses in question provide. By the Acts relating to the Edinburgh, Perth, and Dundee Company they may charge a passenger—

	s.	*d.*
From Edinburgh to Kirkaldy - - - - - - - -	3	6
From Edinburgh to Dysart - - - - - - - -	4	0
From Edinburgh to Thornton - - - - - - - -	5	0

These are their maximum charges, but let it be kept in view that there are steamboats from Edinburgh and steamboats and coaches from Kirkaldy and Dysart to Leven. Now with regard to passengers proceeding from Edinburgh to Dysart at present the Edinburgh, Perth, and Dundee Railway Company charge only 2*s.* 10*d.*, and the charge from Dysart to Leven is 1*s.* 6*d.*, making the whole charge from Edinburgh to Leven 4*s.* 4*d.* first class and inside. As the Leven Railway starts from the Thornton junction which is four miles farther distant from Edinburgh than Dysart, the Edinburgh, Perth and Dundee *might* charge a passenger from Edinburgh to Thornton 5*s.*; and the lowest charge which the Leven Railway, for a first-class passenger betwixt Thornton and Leven, could charge being say 1*s.*, which in all would make 6*s.*, it is evident the traffic would be totally diverted from the Leven Railway, and solely by the Edinburgh, Perth, and Dundee Railway Company, one of the contracting parties in the agreement. This case is put of course on the supposition of the Edinburgh, Perth, and Dundee Company charging less than their maximum charge between Edinburgh and Dysart, and their full maximum charges betwixt Edinburgh and Thornton. Now the stipulation contained in the clauses in question is intended to protect the Leven Railway Company against the Edinburgh, Perth, and Dundee Company charging a less rate *per mile for passengers going to Leven by Dysart, than for passengers going to Leven by Thornton.* Thus, if they charge only 2*s.* 10*d.* for a first-class passenger betwixt Edinburgh and Dysart at present, the clause would prevent them charging more than 3*s.* 4*d.* for a first-class passenger to Thornton, which is 1*s.* 4*d.* less than their maximum charges. If it be left in the power of the Edinburgh, Perth, and Dundee Railway Company to charge less per mile for a passenger proceeding to Leven by Dysart, than for one proceeding to Leven by Thornton, it is evident that the Edinburgh, Perth, and Dundee Company may, at any time they choose, shut up the Leven line, which has been made on the faith of this agreement; for as they may charge a passenger proceeding to Dysart only so much as they may think fit, and one proceeding to Thornton 5*s.*, how could the Leven Railway exist in such circumstances. So far from being a clause to put down competition, its object and purpose is to put upon an equitable footing the various modes of communication betwixt Edinburgh and Leven and the eastern district of Fifeshire.

We propose to omit the words "if necessary to put down," and in place thereof to insert "*in the event of*," and at the termination of the clause we propose to add, "*Provided always, that all other persons and companies shall, notwithstanding this agreement, be entitled to the use and benefit of the said railways on the same terms and conditions, and on payment of the same tolls, rates, and charges as they would have been in case no such agreement had been entered into.*"

We trust that the preceding remarks will satisfy their Lordships that the public interests are in no way injured by the proposed stipulations in the clauses adverted to.

We may remark, before leaving this subject, that in the clauses which were issued by the Board of Trade during the present session in regard to traffic arrangements, and which were recommended to be adopted, and have been adopted in many, if not in all, railway bills seeking to make arrangements with other Companies which have passed this year, the most ample powers have been conferred as to agreements relating to traffic passing on both lines. The expression used in these Clauses is, "The fixing of the tolls, rates, and charges "to be levied or taken by the said Companies in respect of the traffic conveyed over their *several* railways, or "any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts "of Parliament relating to such railways respectively." Farther, in the reports of the Railway Committee of last session, and in the Traffic Regulation Bill, as originally introduced by Mr. Cardwell during the present session, arrangements as to *through* traffic betwixt Companies were in the former specially recommended, and in the latter were specially provided for; keeping all this in view, we think that while we have shown that the agreement in question is not *ultra vires* of the Companies under the Acts, and while we have farther shown that the stipulations are not repugnant to the interests of the public, we respectfully submit these stipulations are also in perfect accordance with the spirit in which such arrangements are now viewed by the Board of Trade and by Parliament; we venture to think that their Lordships will, on reconsideration, allow these Clauses (11 and 12), subject to the proposed alterations, to remain.

The next clause to which objection is taken is Clause 20, we propose to insert "Provided always that such "tolls, rates, and duties shall in no case exceed those authorized by the Act for making the Leven Railway," which is in accordance with your letter.

The Companies are anxious that the agreement should be allowed to remain for twenty-five years, but they are also most anxious to meet the views of their Lordships. You will observe, however, that the duration of the agreement is matter of contract between the two parties, and its limitation might afford to the Edinburgh, Perth, and Dundee Company reason for withdrawing from it now they have got the branch constructed and are in any event secure in the possession of all the traffic which the Leven Railway will generate.

The last objection stated by their Lordships is to the clause submitting differences to arbitration. We propose to add, "Provided always that any such decree or decrees arbitral shall be submitted to and approved of "by the Lords Commissioners of Her Majesty's Privy Council for Trade and Foreign Plantations before the "same shall be put into effect."

Before concluding, it may be proper to observe that while some of the arguments used in this letter may seem to indicate hostility on the part of the Edinburgh, Perth, and Dundee Company towards the Leven line, such is not at present the feeling of that Company. But the Leven Company feel bound to protect themselves in case of any emergency which may arise. It is with this view that they have pointed out how their interests as well as the interests of the public might be affected without certain guards, not in the least adverse to the public interest. But so far from the Edinburgh, Perth, and Dundee Company wishing to depart from the agreement, we beg to enclose a minute passed by that Company in regard to the objections taken by their Lordships to the agreement. Much as the alterations proposed by their Lordships would be in favour of the trunk line, that Company well know how unfair it would be in them to depart from the agreement.

Indeed the scheme of the Leven Company would never have been called into existence except on the faith of the agreement. The Edinburgh, Perth, and Dundee Company, by their Directors, offered to the inhabitants and gentry of the district certain conditions (in fact the agreement) on condition that they would make the line. The Leven Company was thus formed. It raised 25,000*l.*, it has made the line and it only waits the sanction of their Lordships to this agreement to open it to the public; it is to supply a district hitherto unprovided, greatly to the advantage of the public. In doing this the shareholders, many of them very small capitalists, subscribed their money; and if the agreement as to through traffic is set aside, and the Edinburgh, Perth, and Dundee Company let loose from their engagements, it may happen that the Leven Company (much to the disadvantage of the public interests) may be most seriously injured.

We have, &c.

To Captain Galton, R.E. DODDS & GREIG.

Railway Department, Board of Trade.

P.S. Mr. Haig, the chairman, and General Lindsay and Mr. Johnstone, two of the Directors of the Leven Company, having come to London on this business, we have to request, on their part, the favour of an interview, in order to afford to their Lordships any further information, if such interview be deemed necessary after perusal of the above remarks.

(Enclosed in foregoing Letter.)

EDINBURGH, PERTH, AND DUNDEE RAILWAY COMPANY.

Excerpt from Minutes of Meeting of the Board of Directors of the Edinburgh, Perth, and Dundee Railway Company, 27th July 1854.

Leven Railway.—Read letter of 17th current, from Captain Douglas Galton, of the Board of Trade, addressed to Messrs. Dodds and Greig, in reply to the communication, soliciting the Board's approval of the agreement between the Leven Company and the Edinburgh, Perth, and Dundee Railway Company, of dates the 28th March and 8th April 1853. This Board having considered the statement communicated by Captain Galton, recommend that it be represented to the Board of Trade, *that in respect the capital has been provided and the railway constructed upon the faith of the agreement*: that the line, from its insignificant length, cannot be efficiently or profitably worked except by this Company, and farther, that inasmuch as that document, save as regards the parliamentary fare of 6*d.*, in place of somewhere about 5½*d.* (which will in practice be strictly conformed to the law), contains no provision whatever opposed to the public interest, but directly the contrary, there seems no sufficient reason why the agreement should not be sanctioned as required by the Act of Parliament, and more especially since it has been ratified by the shareholders of both Companies.

(A true Excerpt.)

(Signed) Henry Lees, *Secretary*,
Edinburgh, Perth, and Dundee Railway Company.

Gentlemen, *Railway Department, Board of Trade, Whitehall, August* 2, 1854.

With reference to your communication of the 31st ultimo, I am directed by the Lords of the Committee of the Privy Council for Trade to inform you that in compliance with the request contained therein they have appointed Friday next, the 4th instant, at one o'clock, p.m. to receive the deputation from the Leven Railway Company.

I am, &c.

Messrs Dodds & Greig. Douglas Galton,
Captain Royal Engineers.

My Lords, 17, *Fludyer Street, Westminster, August* 5, 1854.

In terms of the arrangement with Mr. Barron at the conference yesterday on the above subject, we beg to propose that the case for opinion shall be laid before Mr. George Patton of the Scotch bar, a counsel of long standing and experience, and who, we believe, has been more consulted and has had larger practice in railway business than any other counsel in Scotland.

As we are anxious to make immediate arrangements for getting the required opinion, we take leave to request an early answer whether Mr. Patton is approved by the board.

We hope to send in the proposed case for Mr. Barron's perusal in the course of Monday next.

We are, &c.

The Right Honourable the Commissioners of the Board of Trade. Dodds & Greig.

P.S.—We find from circumstances it may be the middle or end of next week before the case is ready.

Gentlemen, *Railway Department, Board of Trade, Whitehall, August* 11, 1854.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 5th instant, and to inform you in reply that my Lords do not see any reason to object to Mr. G. Patton, but it would be satisfactory to their Lordships if the opinion of the Lord Advocate on the subject were recorded.

I am, &c.

Messrs Dodds and Greig. Douglas Galton,
Captain, Royal Engineers.

Sir, 17, *Fludyer Street, Westminster, September* 25, 1854.

We beg to send you herewith copy of the case to be submitted to Scotch counsel in regard to the contract between the Leven Railway and the Edinburgh, Perth, and Dundee Railway Companies. The counsel to be consulted have been from home for a considerable period, and hence the delay about the case.

We are, &c.

A. Barron, Esq., Board of Trade Dodds & Greig.

Dear Sir, 17, *Fludyer Street, Westminster, October* 18, 1854.

We have now made the alterations upon the case as arranged with you. We shall repeat what they are, and you will find them all distinguished, as you wished, by being written in red ink.

On page 6, you will find the clause in the Traffic Act recited at full length.

On page 7, you find clause 81 of Railways Clauses Act quoted.

The next change is on page 17, where, as you suggested, the *ex-parte* argument is removed and made part of an Appendix, and the query is also remodelled in the way which you recommended, so as to bring the whole and simple question, whether the contract is *ultra* or *intra vires* of the Companies?

As we have received back the cases from Edinburgh to make them correspond with your copy, we shall feel obliged by your returning a message by the bearer, whether you are satisfied with the alterations; or if you have any improvements to suggest, you may be kind enough to make them in pencil or otherwise, and again favour us with your copy that we may make corresponding corrections on the cases for Edinburgh, after which we shall return your copy.

We are, &c.

A. Barron, Esq., Board of Trade. Dodds & Greig.

Appendix No. 3.

References under Special Acts.

Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

GENTLEMEN, *Railway Department, Board of Trade, Whitehall, October* 20, 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 18th inst., enclosing an amended draft of the case to be submitted to counsel on the subject of the agreement between the Leven and the Edinburgh, Perth, and Dundee Railway Companies, and in reply I am to inform you that my Lords have not any objection to make to the case as now altered.

If an opinion satisfactory to their Lordships should be given in favour of the legality of the 11th and 12th clauses of the agreement, my Lords will be prepared to consider the modifications of those clauses that the parties may have to propose in order to remove the other objection to them, stated in the letter from this Department of the 17th July last.

I am, &c.

Messrs. Dodds and Greig.

DOUGLAS GALTON,
Captain, Royal Engineers.

MY LORDS, 17, *Fludyer Street, Westminster, December* 26, 1854.

REFERRING to the subject of your Lordships' communication to us of 20th October last, marked 3150, we beg to forward for your Lordships' consideration case submitted to Counsel, according to arrangement, and the opinion of Counsel thereto annexed. On behalf of the Company we await your Lordships further orders,

And remain, &c.

To the Right Honorable the Commissioners of the Board of Trade.

DODDS AND GREIG.

GENTLEMEN, *Railway Department, Board of Trade, Whitehall, January* 5, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 26th ult., transmitting the opinion of the Lord Advocate and Mr. Patton on the case laid before them on the subject of the working agreement between the Leven and the Edinburgh, Perth, and Dundee Railway Companies.

My Lords presume that the parties will expunge from the agreement the clause that these gentlemen consider objectionable.

It appears to their Lordships that in order to prevent the Edinburgh, Perth, and Dundee Railway Company from making use of the arrangement for the purpose of putting down competing modes of conveyance, it would also be advisable to modify the terms of the other part of clause 12, so as to secure an *equal* mileage rate for the through traffic to Leven and the local traffic to Kirkaldy and Dysart. The clause as it stands at present, binding the Company merely to a "not higher" rate, would only prevent them from favouring the other modes of conveyance as against the Leven Railway.

The amendments of clauses 8, 11, and 20, proposed in your letter of the 31st July last, appear satisfactorily to remove the objections to those clauses stated in my letter of the 17th July.

My Lords continue of opinion that the duration of the agreement should be limited in clause 21 to the period of ten years, as stated in my letter of the 17th July. The argument urged in your letter of the 31st July, that the duration of the agreement is now matter of contract between the companies, does not seem to be entitled to much weight, for, as the Act required the agreement to be approved by the Board of Trade, the parties were aware that they could enter into any arrangement *provisionally only*, until that approval should be obtained.

With respect to the amendment of clause 22, proposed in your letter of the 31st July, it appears questionable whether a new reference to the Board of Trade can be reserved by agreement between the parties. The most advisable amendment of this clause might therefore be to omit the words " or as to supplying any provision " or condition essential to the proper working thereof, which may be omitted therein;" which would remove the objection to the clause stated in my letter of the 17th July.

I am, &c.

Messrs. Dodds and Greig.

DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, 17, *Fludyer Street, Westminster, February* 10, 1855.

WE beg to acknowledge the receipt of your letter of the 5th January last, which has been considered by the Directors of the Leven Railway Company.

The Directors would humbly solicit the Honourable Board to reconsider the subject of the second paragraph of your letter, wherein an opinion is expressed that in order to prevent the Edinburgh, Perth, and Dundee Railway Company from making use of the arrangements for the purpose of putting down competing modes of conveyance, it would be advisable to modify the terms of clause 12 of the working agreement with the Leven Company, so as to secure an equal mileage rate for the through traffic to Leven, and to the local traffic to Kirkaldy and Dysart, in respect that the clause as it stands at present, binding the Company merely to a " not higher rate," would only prevent them from favouring the other modes of conveyance as against the Leven Company.

The object of the provisions thus objected to is simply to prevent the Edinburgh, Perth, and Dundee Company from levying such rates upon the through traffic as might exclude that traffic from the Leven Railway, and being thereby enabled to extort from the Leven Company unfair advantages in the apportionment of the rates.

Looking at the provision from this point of view, it seems to the Directors to be unexceptionable. It infringes no public right, and *practically* it can be exercised *only* in favour of the public.

But the clause if altered as now proposed, would fail to meet the requirements of the case. It would interfere with the rights of parties in a manner which the present state of the law does not justify, and the Directors are unable to perceive any public advantage to accrue from it.

The traffic to the Dysart station being of limited amount and capable of being worked with no great inconvenience through other stations, the Edinburgh, Perth, and Dundee Company, might without injuring their own interests charge *maximum* rates to Dysart station. Assuming that they were to adopt this course and also to charge the same high rates to the junction with the Leven Railway, which they could of course do under the express letter of the proposed provision; the Edinburgh, Perth, and Dundee Company would hold in their hands the power to controul the traffic, and even to exclude it altogether from the Leven line. The effect of the clause might be otherwise illustrated, but the Directors believe that, now that attention has been drawn to the subject, the Honourable Board cannot fail to see that the change which they have suggested would result in the independence of the Leven Company being destroyed, and the public convenience seriously injured.

Moreover the modification proposed is at variance with the provisions of the 83rd section of the Railways Clauses Act. That section gives power to Railway Companies to vary the tolls, &c., so as to accommodate them to the circumstances of the traffic, and it provides for equal tolls for traffic over the *same* portion of Railway. The agreement as now framed is quite consistent with that provision; but if altered as has been proposed, the 83rd section of the General Act could no longer be appealed to, for it would be impossible to vary the tolls to the circumstances of the traffic, and the Edinburgh, Perth, and Dundee Company would be compelled to charge the same rates per mile over *different* portions of their railway, for the longer distance to Thornton Junction, the same high rates as for the shorter distance to Kirkaldy.

The obligation of equal rates is a most beneficial one, but of necessity it is confined to the same portion of railway, for if the rates on through traffic and local traffic were in all circumstances to be the equal, the one class of traffic would invariably be sacrificed in order that the other might be secured.

Such being the views entertained by the Directors, they humbly trust that clause 12 may be permitted to stand in its present modified shape. The other alterations ordered by the Board being adopted, the agreement contains no provision which either directly or in effect would lead to the suppression of competing modes of conveyance, and the Directors do not think it would be legitimate at this stage, to impose on them conditions which would defeat the objects of the agreement by restricting the contracting parties to an extent beyond what is required by the public acts.

The other matters seem to be adjusted. We shall be glad to be favoured with an answer to this communication.

We have, &c.

Captain Galton, R.E., Board of Trade. DODDS AND GREIG.

GENTLEMEN, *Railway Department, Board of Trade, Whitehall, February* 15, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, relative to the observations in my letter of the 5th January last upon clause 12 of the proposed working agreement between the Leven and the Edinburgh, Perth, and Dundee Railway Companies; and, in reply, I am to inform you, that my Lords, after a re-consideration of those observations, do not see reason to alter the opinion there expressed.

I am, &c.

Messrs. Dodds and Greig. DOUGLAS GALTON,
Captain, Royal Engineers.

MY LORDS, *43, Eaton Square, April* 16, 1855.

I HAVE the honour to submit the accompanying memorandum in reference to the working agreement between the Edinburgh, Perth, and Dundee and the Leven Railway Companies, and pray that the same may be taken into consideration.

As chairman of the Edinburgh, Perth, and Dundee Railway Company, I shall have the honour of calling at the office of the Board of Trade on Wednesday next, and shall be glad to give any further explanations that may be required, either on that day, or at any time that it may please your Lordships to appoint.

I have, &c.

To the Right Honourable the Lords of
The Committee of Privy Council for Trade. JOHN BALFOUR,
Chairman, Edinburgh, Perth, and Dundee Railway Company.

(Enclosure.)

MEMORANDUM for the Honourable the Board of Trade by the Directors of the Edinburgh, Perth, and Dundee Railway Company, in reference to the working agreement between that Company and the Leven Railway Company.

THE Directors of the Edinburgh, Perth, and Dundee Railway beg to submit for the consideration of the Board the following remarks in reference to the alterations stated in Captain Galton's letter of the 17th July 1854, as proposed to be made upon the agreement between the Leven Railway Company and the Edinburgh, Perth, and Dundee Railway Company.

Although the Leven Railway Company's Act of Incorporation gives a permissive power to that Company to enter into a working arrangement with the Edinburgh, Perth, and Dundee Railway Company, the agreement submitted for the approval of the Board was, in fact, concluded long anterior to the passing of the Act Upon the faith of its provisions in their favour, the promoters of the Leven Railway not only undertook, but were enabled to raise the necessary capital, and to apply for and obtain Parliamentary sanction, for the construction of the line, while, on the other hand, by reason of the obligations imposed upon them, the Edinburgh, Perth, and Dundee Railway became bound to supply the requisite plant and other accessories for working it efficiently. In an agreement of a complex nature, involving separate and specific liabilities, the period of its duration necessarily formed an important element of consideration; and it was with special reference to the mutual obligations undertaken, that a term of twenty-five years was fixed upon as affording to both Companies a reasonable certainty of a due return upon the capital which each had engaged to provide. A shorter period, it was thought, would not subserve the objects either Company had in view. It would not suffice to place the Leven Company in that position of prosperity and independence which would enable them to apply to Parliament for the necessary powers to provide plant of their own, nor would it justify an expenditure of capital by the Edinburgh, Perth, and Dundee Company, for which there was no probability of receiving an adequate return or proper equivalent.

Such were the views by which the contracting parties were regulated; and if, as is now proposed, the duration of the agreement should be restricted to ten years, the consequences may be serious to both Companies, but will fall with peculiar hardship upon the Edinburgh, Perth, and Dundee Company, with whom lies the burden of providing plant, which, to a great extent, they have already done, and which they would be obliged to take back (without compensation) in a depreciated state at the end of the ten years, thereby foregoing nearly all the advantages expected to be derived from a more extended duration of the agreement, and which formed the chief inducement for entering into any arrangement at all with the Leven Company.

It is not improbable that the proposed limitation has been suggested to the Board by the recommendations made by the Select Committee of 1853 on Railway and Canal Bills, which bore that, while amalgamations should not be sanctioned, except in minor and special cases, it was proper that working arrangements for the regulation of traffic and the division of profits, should be encouraged under proper regulations, and for *limited periods*. If the Directors of the Edinburgh, Perth, and Dundee Company are correct in this supposition, they respectfully submit that, even though there had been an express limitation laid down by the Select Committee, which there is not, it would not have been applicable to the present agreement, inasmuch as it is not a parallel case to those contemplated by the Committee. They evidently had in view working arrangements between two or more existing companies, each of them in possession of plant, and all other appurtenances necessary for working their several undertakings separately, which, by agreement, could be thrown into and

Appendix No. 3.

References under Special Acts.

Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

treated as common stock for the joint benefit, and would again be distributed on the expiry of the arrangement by each Company resuming possession of its original property, or a share corresponding to it in value. To Companies so situated, an arrangement of larger or shorter duration would be of comparatively little importance, and in such cases, therefore, the limitation to ten years may be both proper and practicable. But it is conceived that the same rule is not applicable, at least with the same stringency, to an undertaking in the position of the Leven Railway. That Company is neither in possession of plant which it could interchange on a footing of equality with the Edinburgh, Perth, and Dundee Company, nor has it statutory powers to acquire any. It is, therefore, so far differently circumstanced from all or most other Companies as to be entirely dependant on extraneous aid for the working of its line with regularity and efficiency; and it is indisputable that the public have as deep an interest in the efficient working of the line as either of the contracting Companies.

With respect to the Edinburgh, Perth, and Dundee Company, under the special circumstances referred to, the limitation appears not only inapplicable, but, as already explained, will operate so prejudicially, that the Directors have only to observe, that if they could have foreseen that there was any likelihood of the agreement with the Leven Company undergoing a modification of so important a character as that proposed in one of its leading provisions, it would have been contrary to their duty to the Company, whose interest they represent, to recommend any outlay of capital, which could not be reimbursed in a shorter period than that stipulated by the agreement. It is true that the objections advanced against the shorter period may, to a certain extent, be said to apply to the larger term, but there can be no question that the relative advantages were duly considered, and that they greatly preponderate in favour of the latter. Had a law been passed by Parliament after the agreement was concluded between the two Companies, the Edinburgh, Perth, and Dundee Company would, no doubt, have been obliged to submit, as they best could, to the consequences of an improvident bargain; but as the power of refusing or sanctioning an agreement of the nature now under consideration is, it is believed, exercised *for the first time* by the Board, and the limitation proposed is discretionary, and not imperative, the Directors are not without hope that the explanations they have thought it their duty to bring under the attention of the Board, will have their due weight; and that, upon reviewing the whole circumstances, the Board will be pleased to reconsider their decision before it is made final.

Although the other alterations proposed are unimportant in themselves, yet, as they may necessitate an appeal to the shareholders of both Companies for the purpose of obtaining their sanction to a new arrangement, it may be proper to make a few observations upon them.

With regard to a modification to be made upon clause 12, so "as to secure an equal mileage rate" for the through traffic to Kirkcaldy and Dysart, in place of "a not higher rate," it may be sufficient to point out to the Board that the words objected to contain a stipulation in favour of the public. The rates may be made lower, but cannot be raised higher than the existing through rates; the substitution of the qualification "equal" for "not higher" would, therefore, prevent their being made lower, if it should be thought proper to give the public the benefit of lower rates.

With regard to the other alterations, some of them merely verbal, and others relating to the Parliamentary powers of the Company, it seems unnecessary to say more than that, while the former may be altered to suit the views of the Board, without any substantial infringement of the agreement, the latter may be met by a general proviso in the certificate to be granted by the Board, that nothing contained in the agreement shall be held to entitle the Leven Company to fix or levy higher tolls, rates, or duties, or to exercise any other powers than are authorized by their Act of Incorporation, and that, so far as relates to Parliamentary passengers, any provision or condition promulgated by the referee, under authority of clause 22 of the agreement, shall be subject to the approval of the Board.

My Lords, 134, *Westbourne Terrace, April* 20, 1855.

In the matter of the working agreement of the Leven Railway Company, I beg leave to forward for the consideration of your Lordships a memorial by the promoters of the East of Fife Railway.

Your Lordships are respectfully requested to communicate your answer to my address,

I am, &c.

To the Lords Commissioners of Her Majesty's Board of Trade.

John Trotter Bethune.

(Enclosure.)

The Memorial of Major General Lindsay and others, engaged in the construction of the East of Fife Railway, to the Right Honourable the Commissioners of the Board of Trade.

Humbly Showeth,

That your memorialists have engaged in this undertaking in the belief and persuasion, that on the completion of the work they are engaged in, viz., the construction of a railway from Kilconquhar to Leven, they would receive from the Directors of the Leven line, all the assistance due to them, as bringing to their aid a large additional traffic.

The Leven Directors are anxious to give them this assistance; but are trammeled by a working agreement with the Edinburgh, Perth, and Dundee line.

Your memorialists have learnt from the late regulations passed by your Honourable Board, as likewise by the Chairman of the House of Lords, that the period of working agreements between railways had been greatly shortened for the general benefit of the public. Your memorialists have acted on the faith of this, and the belief that the working agreement between the Edinburgh, Perth, and Dundee line, if sanctioned at all, had been limited to a period of ten years at the utmost.

That your memorialists have heard with regret, that an endeavour is at present making on the part of the Edinburgh, Perth, and Dundee to enforce the fulfilment of their original working agreement with the Leven, for a period of twenty-five years, which agreement was set aside by your Honourable Board.

That the accomplishment of this object would place your memorialists in a most difficult position, by preventing them from making any working agreement with the Leven, and rendering them entirely dependent on such terms as may be offered them by the Edinburgh, Perth, and Dundee.

Your memorialists beg leave further to call the attention of the Honourable Board to a clause in the working agreement between the Leven and the Edinburgh, Perth, and Dundee, insisted on by the Edinburgh, Perth, and Dundee, to the effect that no accomodation in the shape of branch traffic should be afforded to the *Port of Leven* without their express permission.

Also that the Edinburgh, Perth, and Dundee being under trust, no penalty can be enforced in case of their non-fulfilment of their engagements.

Your memorialists would therefore pray, that your Honourable Board will pause to make inquiry before granting to the Edinburgh, Perth, and Dundee, the exclusive right of working the railway, to the prevention of any arrangements which might otherwise be made between it and the East of Fife.

James Lindsay.	Alex. Meldrum.
George Russell.	Willm. Trail.
W. Melville.	Willm. Braid.
M. P. Gordon.	John Todd.
Thos. Ronald.	John Bethune.

SIR, *Railway Department, Board of Trade, Whitehall, April* 25, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 20th instant, forwarding a memorial from the promoters of the East of Fife Railway, relative to the working agreement of the Leven Railway Company and the Edinburgh, Perth, and Dundee Railway Company, and in reply to acquaint you, for the information of the memorialists, that my Lords have appointed Wednesday next, the 2nd May, at 3 o'clock, for an interview with the representatives of those Companies, at which time they will be ready to receive any person on the part of the promoters of the East of Fife Railway, should they think fit to attend.

I am, &c.

Sir J. T. Bethune, Bart., 134, *Westbourne Terrace.* DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, 17, *Fludyer Street, Westminster, April* 24, 1855.

WE shall be glad to have an interview with you for the purpose of adjusting clause 12, every other matter having now been arranged to the satisfaction of the Board of Trade. The agent of the Leven Company is now in London, and would be enabled to give any explanation. The adjustment of the clause will occupy a very few minutes.

We have, &c.

Captain Galton, R.E., Board of Trade. DODDS AND GREIG.

GENTLEMEN, *Railway Department, Board of Trade, Whitehall, April* 25, 1855.

I AM directed by the Lords of the Committee of the Privy Council for Trade to acknowledge the receipt of your letter of the 24th instant, requesting an interview relative to the proposed working agreement between the Edinburgh, Perth and Dundee, and the Leven Railway Companies, and in reply to inform you that my Lords have appointed 3 o'clock on Wednesday next, the 2d of May, as the time at which their Lordships will be prepared to grant the interview requested.

I am, &c.

Messrs. Dodds and Greig. DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, *Railway Department, Board of Trade, Whitehall, April* 25, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a letter from Messrs. Dodds and Greig, requesting an interview on the subject of the working agreement between the Leven Railway Company and the Edinburgh, Perth, and Dundee Railway Company, and that they have appointed Wednesday next, the 2d of May, at 3 o'clock, for such interview, when they will be ready to receive any person on behalf of the Edinburgh, Perth, and Dundee Railway Company.

I am, &c.

The Secretary of the
Edinburgh, Perth, and Dundee Railway Company. DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, 17, *Fludyer Street, Westminster, April* 28, 1855.

WE have to acknowledge your letter of the 25th in answer to our letter of the 24th. On referring to that letter you will observe that the interview requested on the part of the Leven deputation was to ascertain the terms in which their Lordships desired clause 12 of the contract to be expressed, all the other questions on that contract having been already settled by their Lordships. The deputation had the pleasure of seeing you and Mr. Barron, by appointment, on the 25th, and receiving the views of the Board as to clause 12. They have now left town to report and consider the clause further with their Directors. That being so, it will not be in the power of these gentlemen to attend the meeting to which you refer, nor in the circumstances above explained does it appear necessary for them to trouble their Lordships at present.

We have, &c.

Captain Galton, Royal Engineers. DODDS & GREIG.

Edinburgh, Perth, and Dundee Railway Company, 21, *Manchester Buildings,*
SIR, *Westminster, April* 30, 1855.

I BEG leave to acknowledge the receipt of your letter of the 25th, and in accordance with the intimation you have made a deputation of the Directors of this Company will attend the meeting on Wednesday next at 3 o'clock, in reference to the agreement with the Leven Company.

I have, &c.

Captain Galton, Royal Engineers. HENRY LEES, *Secretary.*

SIR, 21, *Manchester Buildings, May* 1, 1855.

I BEG leave to acknowledge the receipt of your note of the 28th ult., (received this morning), intimating that the meeting in regard to the Leven Railway agreement, originally fixed for 3 o'clock, has been altered to 1 o'clock to-morrow.

My Directors will attend at the hour last named.

I have, &c.

Captain Galton, Royal Engineers. HENRY LEES, *Secretary.*

Edinburgh, Perth, and Dundee Railway Company, 21, *Manchester Buildings,*
SIR, *Westminster, April* 30, 1855.

IN addition to the memorial recently submitted by the Directors of this Company to the Lords of the Committee of Privy Council for Trade, on the subject of the agreement with the Leven Railway Company, I am instructed to forward an additional statement on their behalf, and will thank you to submit it to their Lordships previous to the meeting on Wednesday next.

I have, &c.

Captain Galton, Royal Engineers. HENRY LEES, *Secretary.*

(Enclosure.)

ADDITIONAL STATEMENT FOR THE EDINBURGH, PERTH, AND DUNDEE RAILWAY COMPANY.

REFERRING to the memorial recently laid before the Lords of the Committee of Privy Council for Trade and Foreign Plantations, on behalf of the Edinburgh, Perth, and Dundee Railway Company, the Directors of that Company take the liberty of bringing under their Lordships' attention certain additional facts bearing

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References under Special Acts.

Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

upon the agreement with the Leven Railway Company, in order the more clearly to show the loss and hardship that would be occasioned to the Edinburgh, Perth, and Dundee Railway Company if the duration of that agreement should be restricted, as is prop d, from twenty-five to ten years.

The allowance to be made by the Leven Company (sections 15 and 18) to the Edinburgh, Perth, and Dundee Company, in name of working expenses, &c., would, as nearly as can be estimated, for a period of twenty-five years, amount to an aggregate sum of about -	£20,000
The actual outlay to be incurred by the Edinburgh, Perth, and Dundee Company in working the Leven line, exclusive of the cost of plant, would for the same period amount to -	12,914
Showing a surplus of receipts over outlay in favour of the Edinburgh, Perth, and Dundee Company of - - - - - - - - - - - -	£7,086

But against this surplus must be placed, at the termination of the agreement, the reimbursement to the Leven Company of the cost of an engine (section 2) amounting to 2000*l.*, thus leaving a balance of little more than 5,000*l.* to cover the depreciation and interest in the value of the plant furnished by the Edinburgh, Perth, and Dundee Company (which is moderately computed at 6,500*l.*), a sum certainly insufficient for both purposes, but in making the agreement the Edinburgh, Perth, and Dundee Company were to some extent influenced by the consideration that the Leven Branch would in all probability bring some additional traffic to the trunk line, which might be reckoned as a compensation for any loss in working that branch.

If, however, the duration of the agreement should be limited to ten years, the allowance payable by the Leven Company for working expenses would at the highest estimate not exceed 8,000*l.*, while the obligations imposed upon the Edinburgh, Perth, and Dundee Company would remain the same. The reimbursement to the Leven Company of the cost of the engine would be anticipated by fifteen years, and all the calculations as to compensation for depreciation of plant, and interest on the capital cost nullified, to the serious detriment of the Edinburgh, Perth, and Dundee Company. And thus an arrangement which was intended as an equitable adjustment between the two contracting parties, would become a one-sided bargain, bringing more than its legitimate share of profit to the one, with all the certainty of loss to the other.

In farther illustration of the hardship of a restricted arrangement as regards the Edinburgh, Perth, and Dundee Company, the Directors beg to refer to the terms of the 15th and 17th sections of the agreement.

By the former the mileage rates payable to the Edinburgh, Perth, and Dundee Company, for working the branch are postponed not only to all other expenses, but to the payment of dividend up to 4½ per cent. to the shareholders of the Leven railway. It may thus happen that the mileage rates may not be paid, or at all events only partially paid, during the first year or two after the opening of the Leven Railway ; and there is no claim in reservation of arrears after the traffic shall be fully developed, even if it shall be adequate to discharge them. This is a contingency which was taken into consideration when the period of the agreement was fixed at twenty-five years. But besides the contingency referred to, there is another and a more serious risk undertaken by the Edinburgh, Perth, and Dundee Company, by section 17, namely, the liability for accident, loss, and damage, whereby, through the negligence or fault of a single servant, the mileage rates payable to that Company for ten years might be swept away in a single day.

Under these circumstances the Directors respectfully submit, that as the Leven Company neither has nor can supply plant of its own, and as "the recommendations of a Committee of the House of Commons "with respect to working arrangements for limited periods of ten years," could only have reference to independent companies possessing within themselves all the appliances necessary for working their separate undertakings, the agreement between the Leven and Edinburgh, Perth, and Dundee Companies, should be permitted to subsist for twenty-five years.

Had the agreement been based upon a period of ten years much higher mileage rates must have been charged by the Edinburgh, Perth, and Dundee Company, which would necessarily have been attended with diminished profits to the Leven Company, or increased charges to the public, or perhaps with both results.

In conclusion, the Directors think it right to add that the agreement was not imposed upon but eagerly sought by the Leven Company, and that it was only granted to benefit a district which, without such encouragement, must have remained without the advantage of railway communication.

The Directors, therefore, cannot permit themselves to doubt that my Lords will only sanction such alterations to be made upon the agreement as are indispensable, and will afford neither of the contracting parties any reasonable pretext for not maintaining in good faith the obligations they have mutually undertaken.

Sir, *Railway Department, Board of Trade, Whitehall, May 9, 1855.*

With reference to Mr. Balfour's letter of the 16th, and your own letter of the 30th ultimo, transmitting statements from the Directors of the Edinburgh, Perth, and Dundee Railway Company, on the subject of the working agreement between that Company and the Leven Railway Company, submitted by the last-named Company for the approval of the Lords of the Committee of Privy Council for Trade, under the 43rd section of the Leven Railway Act, and to the interview of Mr. Balfour and Sir W. Dunbar with this Department on the 2nd instant, at which the Chairman of the promoters of the East of Fife Railway, who had addressed to their Lordships a memorial relative to the agreement, was also present, and which the representatives of the Leven Railway Company had been invited to attend, I am directed to make to you the following communication.

The observations of the Directors relate for the most part to clause 21 of the agreement, by which the duration of the agreement is limited to twenty-five years ; and this was also the principal point discussed at the interview.

The opinion formed by their Lordships on this point, on perusing the agreement when laid before them by the Leven Railway Company, and which was communicated by their Lordships to that Company, proceeded upon the report of the Select Committee on Railway and Canal Bills, in 1853, recommending that working arrangements between railway companies should be allowed only for limited periods, and upon the rule which, in giving effect to that recommendation, the General Committee on the Railway Bills of 1854, proposed for the guidance of the Committees on the Bills, fixing *ten* years as the maximum period for which working agreements should be sanctioned.

But, having been induced by the representations of the Edinburgh, Perth, and Dundee Railway Company to re-consider the question, my Lords have seen reason to think that there are circumstances distinguishing the present case from those to which the rule introduced by the Committees was intended to apply.

The agreement was entered into before the date of the report of the Select Committee, in which the principle of limiting the duration of working agreements was first promulgated, and, therefore, at a time when the parties had not the means of knowing that the adoption of such a principle was in contemplation. And the Committee, in making the recommendation that has been referred to, appear to have had in view, especially the case of Companies possessed of lines capable of being worked independently, when the combination might be considered as amounting almost to a virtual amalgamation ; but the considerations that led to the resolution of the Committee appear to apply with less force to an engagement like the present on the part of a Company to work a short local line, which is practically a mere branch or feeder of their own main line, and which it may be supposed could hardly be worked with a remunerative return as the separate undertaking of the Company to whom it belongs.

I am also to observe, that the General Committee, when they proposed *ten* years as the term for which working agreements should be allowed, contemplated that the Companies should be empowered to renew the

term with the approval of the Board of Trade, so as to obviate the necessity of incurring the expense of an application to Parliament for that purpose; and it may admit of doubt, whether the power in the Leven Railway Act, under which the present agreement is made, extends to a renewal of the agreement.

For these reasons, my Lords have come to the conclusion, that the term of twenty-five years agreed upon by the Companies for the duration of the arrangements and which the Directors of the Edinburgh, Perth, and Dundee Railway Company represent as a condition of essential importance to the interests of that Company, may, in the special circumstances of the present case, be sanctioned without impugning the general principle on which the recommendation of the Railway Committee was founded.

At the same time, I am to state that their Lordships' attention having, by the memorial of the promoters of the East of Fife Railway and the representations of their Chairman at the interview before-mentioned, been called to the 20th clause of the agreement, by which, in the event of the branch being made to the harbour of Leven, the Edinburgh, Perth, and Dundee Railway Company are to be at liberty to charge the full maximum rates for the conveyance of traffic on any part of the line of the Leven Railway, the effect of which, it was represented would be to enable the Edinburgh, Perth, and Dundee Railway Company to divert traffic, that might most conveniently be shipped at the Port of Leven, to other ports accessible by the Edinburgh, Perth, and Dundee Railway, and which it was urged had, in fact, prevented the construction of this branch, their Lordships instruct me to inform you, that while they have consented, for the reasons that have been stated, to re-consider the question of the duration of the agreement, and are prepared to allow the term of twenty-five years to remain part of the agreement, they think it incumbent upon them to require that, in order to prevent the agreement from operating as an obstacle to the completion of the Harbour Branch and the free transmission of traffic in that direction, so much of clause 20 should be omitted as provides that, in the event therein mentioned, the Edinburgh, Perth, and Dundee Railway Company shall have the right of fixing the rates to be charged on the Leven Railway.

With respect to the other points adverted to by the Directors, I am to state that my Lords see no reason to alter the view they have already taken of those subjects, as expressed in my letters of the 17th July and 5th January last to the agents of the Leven Railway Company, the contents of which have probably been communicated to you.

My Lords will therefore be prepared to signify their approval of the agreement in question when altered in conformity with the views above stated.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

To the Secretary of the
Edinburgh, Perth, and Dundee Railway Company.

Gentlemen, *Railway Department, Board of Trade, Whitehall, May* 9, 1855.

With reference to the working agreement between the Edinburgh, Perth, and Dundee Railway Company and the Leven Railway Company, submitted by you, as agents for the Leven Railway Company, for the approval of the Lords of the Committee of Privy Council for Trade, and to the correspondence that has taken place with you on the subject of that agreement, I am directed by their Lordships to transmit to you the enclosed copy of a communication made by them to the Directors of the Edinburgh, Perth, and Dundee Railway Company.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

Messrs. Dodds and Greig.

Sir, *Railway Department, Board of Trade, Whitehall, May* 9, 1855.

With reference to your letter of the 20th ultimo, enclosing a memorial from the promoters of the East of Fife Railway on the subject of the working agreement between the Edinburgh, Perth, and Dundee and the Leven Railway Companies, and to the interview of General Lindsay and other gentlemen with this Department, on the 2d instant, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a communication made by their Lordships to the Directors of the Edinburgh, Perth, and Dundee Railway Company.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

Sir J. Bethune, Bart.

Sir, 17, *Fludyer Street, Westminster, May* 15, 1855.

With reference to your communication of the 9th, forwarding copy of letter addressed from the Railway Department to the Secretary of the Edinburgh, Perth, and Dundee Company, respecting the working agreement between that Company and the Leven, we observe that that letter proceeds upon "Mr. Balfour's "letter of the 16th ultimo," and the Secretary's letter "of the 30th ultimo, transmitting statements from the "Directors of the Edinburgh, Perth, and Dundee Railway Company on the subject of the working "agreement."

It is most important to the Leven Company to see and consider the statements which have been so made, and on which the letter from the Board is based. We have, therefore, most respectfully to request, on the part of the Leven Company, that you will have the kindness to furnish, or allow us to make copies of, the above letters and statements addressed to the Board by the Edinburgh, Perth, and Dundee Railway Company.

We are, &c.
Dodds & Greig.

The Secretary of the
Railway Department, Board of Trade.

Gentlemen, *Railway Department, Board of Trade, Whitehall, May* 16, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant, in which you request to be furnished with copies of letters from the Edinburgh, Perth, and Dundee Railway Company of the 16th and 30th ultimo, on the subject of the agreement with the Leven Railway Company, and to transmit to you the enclosed copies of the communications in question.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

Messrs. Dodds and Greig, Fludyer Street.

(Forwarded to the Board of Trade by General Lindsay, 18th May 1855.)

Memorial and Protest for the East of Fife Railway to the Honourable the Board of Trade.

That your Memorialists are proprietors in the county of Fife. That they have witnessed the success of the Leven Railway in spite of the many difficulties it has had to contend with. That they learned that upon the agreement for working that line being submitted for the approval of the Board of Trade in terms of the Leven Act, your Lorships on 17th July 1854, pronounced the following deliverance, "That subject to the modifications stated herein their Lordships will be prepared "to signify their approval of the agreement;" one of which modifications was, "That the duration of the agreement

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"should be limited to ten years." At an interview with the President on the 4th August, he repeated the resolution of the Board, and finally the Board issued their letter on 5th January 1855, in which they state, "My Lords continue of opinion "that the duration of the agreement should be limited in clause 21 to the period of ten years, as stated in letter of 17th "July. The argument urged in your (Leven Company's) letter of the 31st July, that the duration of the agreement is "now matter of contract between the Companies does not seem to be entitled to much weight, for as the Act required the "agreement to be approved by the Board of Trade, the parties were aware that they could enter into any arrangement "provisionally only until that approval shall be obtained."

That your Memorialists, upon the faith of these deliverances, believing that the trammels which had hitherto bound the Leven line to the Edinburgh, Perth, and Dundee had been broken, conceived the hope of extending that line safely and advantageously to the east of Fife by organizing a working agreement in concert with the Leven.

That your Memorialists heard to their great surprise that a petition had been presented by the Edinburgh, Perth, and Dundee Railway Company against the Bill now pending before Parliament for making the East of Fife Railway, on the ground that it interfered with their rights under their working agreement with the Leven Railway. This opposition having failed, gave place to a petition to your Lordships on the part of the Directors of the Edinburgh, Perth, and Dundee Railway Company reviving their claims to the original working agreement for twenty-five years, on the ground that it required that time to remunerate them for the outlay they had made.

Your Memorialists have learnt that this petition has been acceded to.

Your Memorialists cannot help expressing their deep regret at such a decision, so unexpected, and so contrary to their interests, as formerly established by the decisions of the Board, and as they believe so adverse to the interests of the public.

They would impress upon the Board that the result of this decision must be not only to deliver over the working of the Leven Railway, but also that of the East of Fife Railway, into the hands of the Edinburgh, Perth, and Dundee Railway Company for a period so very extended (the shortness of the East of Fife line precluding the possibility of its being worked alone), and to throw these young railways under the control of a company which has hitherto been greatly mismanaged, which is at present under trust, and which cannot therefore be successfully sued for a penalty should it violate any existing agreement.

Your Memorialists would also submit to the Board that there would appear to be some inconsistency in the fact that the Board extended the working agreement of the Edinburgh, Perth, and Dundee Railway Company to 25 years, at the same tooment when in conformity with the rules laid down by the Board, Lord Redesdale has prohibited any working agreement to be made by the East of Fife Railway for a period beyond 10 years, a rule which your Memorialists understand is gorously adhered to in all cases.

That while your Memorialists believe that the Edinburgh, Perth, and Dundee Railway Company in their present circumstances cannot undertake the working of the East of Fife line, your Memorialists would find no difficulty in themselves carrying out the working of that railway in concert with the Leven line, to their own and the public advantage, and that they are ready to entertain any equitable claim for remuneration of outlay which can be made on the part of the Edinburgh, Perth, and Dundee Railway Company.

James Lindsay, *Vice-Chairman.*
John Bethune.

Edinburgh, Perth, and Dundee Railway Company, Secretary's Department,
Edinburgh, May 21, 1855.

Sir,

I have now had an opportunity of submitting your letter of the 9th current to the consideration of my Directors, and am instructed to enclose you a copy of a letter which has, by their desire, been addressed to the Directors of the Leven Railway Company with reference to the agreement between the two Companies, and the views of the Board of Trade thereon. Their answer will be communicated so soon as received.

I am, &c.
Henry Lees, *Secretary.*

Captain Galton, Railway Department, Board of Trade, Whitehall, London.

Railway Department, Board of Trade, Whitehall, May 26, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 21st instant, enclosing a copy of a letter addressed by the Edinburgh, Perth, and Dundee Railway Company to the Leven Railway Company, with reference to the working agreement between the Companies.

I am, at the same time, instructed to state that it has been represented to their Lordships by the promoters of the East of Fife Railway, "that the Edinburgh, Perth, and Dundee Railway being under trust, no penalty can be enforced in case of their non-fulfilment of their engagements," referring, it is presumed, to the Edinburgh, Perth, and Dundee Railway Act of 1853, sanctioning arrangements between that Company and certain of their creditors. I am, therefore, to request that you will bring this statement to the notice of the Directors, and forward to me any observations they may have to make on the subject.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary of the Edinburgh, Perth, and Dundee Railway Company.

The Edinburgh, Perth, and Dundee Railway Company, Secretary's Department,
Edinburgh, May 25, 1855.

Sir,

The Directors understand that a written statement has been laid before the Board of Trade by General Lindsay, on the subject of the agreement between this Company and the Leven Company. This has occasioned them some surprise, inasmuch as General Lindsay is not a Director of the Leven Railway Company, and it was thought that all he had had to say upon the subject of the agreement in question, had been exhausted at the recent interview of the several parties with the Board, whose decision was given thereupon. I am, however, directed to state that, if the Board require the document in question to be answered, the Directors of this Company are prepared to do so, and in that event they beg to be favoured with a copy of it.

I have, &c.
Henry Lees, *Secretary.*

Captain Galton, R.E., Board of Trade.

The Edinburgh, Perth, and Dundee Railway Company, Secretary's Department,
Edinburgh, May 29, 1855.

Sir,

I beg to acknowledge the receipt of your letter of the 26th, and the same post brought a letter from General Lindsay, enclosing a copy of his memorial and protest to the Board of Trade.

That my Lords may comprehend the full bearings of the case, as between the Leven and the Edinburgh, Perth, and Dundee Companies, the Directors have entered into fuller detail in the accompanying statement than was perhaps required by the Board. You will observe that there is no foundation for General Lindsay's allegation, that the Edinburgh, Perth, and Dundee Company is under trust, and that no penalty can be enforced in case of the non-fulfilment of their obligation.

I presume that, by the modifications proposed by the Board, it is not intended to exclude a clause of reference from the agreement, as such a clause appears to be necessary for the due and proper working of the line.

I have, &c.
Henry Lees, *Secretary.*

Captain Galton, R.E., Board of Trade.

(Enclosure.)

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Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

EDINBURGH, PERTH, AND DUNDEE RAILWAY.

May 1855.

ANSWERS for the Directors of the Edinburgh, Perth, and Dundee Railway Company, to the Memorial and Protest of the East of Fife Railway Company, to the Lords of the Committee of Privy Council for Trade.

IN compliance with the request contained in Captain Galton's letter of the 26th, and in answer to the memorial and protest for the East of Fife Railway, a copy of which has been sent by General Lindsay to the Chairman of the Edinburgh, Perth, and Dundee Company, the Directors beg to submit the following statement:—

The original agreement with the promoters of the Leven Railway was, at their urgent solicitation, concluded in October 1851.

Immediately thereupon, they issued a prospectus pointing out its advantages, and were soon in a situation to command a sufficient amount of subscriptions for the project to warrant an application to Parliament for an Act of Incorporation, which was obtained in the session of 1852.

At the period the agreement was made, the Edinburgh, Perth, and Dundee Company was in a position of embarrassment, and in the interval between the conclusion of the agreement and the passing of the Leven Railway Act, its difficulties had increased,—so much so, that it became a matter of necessity, in the month of September 1852, to call a general meeting of the shareholders to consider the affairs of the Company, with a view to an application to Parliament for an Arrangements Act.

So far from regarding this state of things as any impediment to the confirmation of the agreement, the promoters of the Leven Railway, on the contrary, importuned the Directors of the Edinburgh, Perth, and Dundee Company, personally, and in writing, to recommend it as an act of justice, and a right which the Leven Company was entitled to claim on account of the expenses they had incurred in obtaining an Act, and in making other arrangements, on the faith of the provisions of the original agreement.

Accordingly, by special requisition of the Leven Company, which was circulated preparatory to the meeting (excerpts from which are appended), the matter was brought under the consideration of the shareholders, and the meeting was attended and addressed by Sir Ralph Anstruther and *General Lindsay*, two of the promoters of the Leven Railway, who dwelt at great length upon the pressing necessity of a confirmation of the agreement as an object of paramount importance to the Company whose interests they represented.

The result was, that the matter was remitted to the Directors with full powers, and after a few months unavoidable delay, the agreement was, by consent of the shareholders, formally executed and placed under seal of the two Companies, on the 28th March and 8th April 1853, respectively.

At this period, the Edinburgh, Perth, and Dundee Company was engaged in the prosecution of their Arrangements Bill before Parliament, and so little did the promoters of the Leven Railway consider their constituents affected by the provisions of that Bill, that they thought it unnecessary to stipulate for any clauses protective of their interests.

The Bill became law in August 1853, and from that date the difficulties which had previously beset the Edinburgh, Perth, and Dundee Company disappeared.

It thus appears, that between October 1851 and August 1853, when the embarrassments of the Edinburgh, Perth, and Dundee Company were indisputably great, the promoters of the Leven Railway did not consider them so formidable as to deter them from urging a confirmation of the agreement, or to warrant them in requiring any special guarantees beyond what the agreement itself afforded, and it also appears, that between August 1853 and May 1855, when these difficulties of the Edinburgh, Perth, and Dundee Company had vanished, the Leven Directors have never thought of pleading inability on the part of the Edinburgh, Perth, and Dundee Company, to fulfil its engagement as a reason for not keeping theirs, and simply because they knew that there was no foundation for such a plea.

The 21st clause of the agreement provides (and the same stipulation formed part of the original agreement of October 1851) that "this agreement shall endure for the period of twenty-five years, &c., and the parties "hereto bind and oblige themselves to carry out this agreement by every means in their power."

In the spirit of this obligation, at a meeting of the Directors of the two Companies, held on 26th July 1854, a resolution was unanimously passed in the following terms: "That a representation be forthwith made by the "Leven Directors to the Board of Trade, with a view to the removal of the objections detailed in the commu- "nication just read, and to urge upon the Board the necessity of giving their sanction to the agreement as it "now stands." In these circumstances, it seems strange that General Lindsay should have thought it not incompatable with his duty as a Director of the East of Fife, whose interests are not affected, to protest against the ratification of the agreement upon grounds which neither he, as a Leven shareholder, nor the Directors of that Company, have ever brought forward in their negociations with the Edinburgh, Perth, and Dundee Railway Company. It is doing him no injustice, therefore, to suppose that although ostensibly acting for the East of Fife Company, he is, in fact, the mouthpiece of the promoters of the Leven Railway, and regarding him as such, the Directors will now proceed to deal with his objections, which seem to be:—

(1.) That the Edinburgh, Perth, and Dundee Company is not a responsible Company, and can give no security for the due fulfilment of its engagements.

(2.) That the agreement is of too long duration, and ought to be restricted from twenty-five to ten years.

The Directors will not weary the Board by reiterating the reasons (so fully brought out in their previous statements) which make it impracticable for the Edinburgh, Perth, and Dundee Company to consent to a ten years' arrangement. It is sufficient to observe, that if "insufficiency of security" is alleged as militating against a twenty-five years' arrangement, the objection is equally fatal to a ten years' agreement. In adverting, therefore, to a ten years' agreement as more satisfactory, General Lindsay virtually abandons the plea of want of security; unless, indeed, it be his intention, if he carries his point, and as he indicates in his Memorial, "to break the trammels which had hitherto bound the Leven Company to the Edinburgh, Perth, and "Dundee Company," and thus to overthrow an arrangement which he had deliberately "bound himself to "carry out by every means in his power." The Directors, however, feel confident that there is nothing in General Lindsay's averments to produce any change in the recent decision of the Board, which could be used by him or the Leven Directors as a pretext for not giving effect to the agreement as already approved by the Board.

As respects the objection that the Edinburgh, Perth, and Dundee Company is not a responsible Company, and can give no security, the first question which suggests itself is, what is the extent of the obligations which the Edinburgh, Perth, and Dundee Company have undertaken in connection with the agreement? They have engaged to refund, at the end of twenty-five years, a sum of 2,000*l.* expended by the Leven Company in the purchase of an engine, and to supply plant for that line, and work it at a fixed mileage rate. For the due discharge of the pecuniary obligation, the Directors have only to refer to the fact that they have paid during the last year, in dividends to shareholders, upwards of 12,000*l.*, retaining on hand a surplus of 3,000*l.* This of itself would appear to be sufficient security for the repayment of the 2,000*l.*, even though no improvement could be looked for in the revenues of the Company, which are, however, gradually increasing. With regard to the working of the Leven line, it is incorrect to say that the Edinburgh, Perth, and Dundee Company is under trust, inasmuch as it has discharged all its liabilities, and is only answerable for such as are constituted by debenture bonds, as to which they are in much the same position as other Companies. It is true, that by the 30th section of the Arrangements Act, the plant existing on the line at the passing of the Act cannot be evicted from the Company; but this, so far from diminishing, actually increases the security of

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References under Special Acts.

Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

the Leven Company, because it ensures the continued and efficient working of their line under all circumstances. Moreover, in the event of any dispute arising as to the mode of working, or any other provision in the agreement, the Law Courts have the power of enforcing all the obligations undertaken by the two Companies, and among them the proper working of the line. But the Leven Company are further fortified by the provisions contained in the 12th section of the Act, whereby the Edinburgh, Perth, and Dundee Company have power to raise and expend an additional sum of 60,000*l.* for the purpose of improving its undertaking and procuring plant; and as such additional plant would not fall under the provisions of section 30, it would form a fund of security, along with the revenues of the Company payable to shareholders, and be attachable for penalties. A large portion of new plant has, under the powers of the 12th section, already been placed on the line, and more has been contracted for. It may farther be added that the capital of the Edinburgh, Perth, and Dundee Company exceeds 3,000,000*l.*, that its revenue amounts to 160,000*l.* per annum, and that it still possesses a considerable amount of forfeited stock, which can be made available. On the other hand, the capital of the Leven Company, on whose behalf the complaint of want of security is made, is 27,000*l.* (a sum just sufficient to complete the line without plant), with a gross revenue of about 3,000*l.* per annum. As already shown, if General Lindsay has any definite object in view, it is to disconnect the Leven from the Edinburgh, Perth, and Dundee Company, and to transfer it to the East of Fife Company, and the question naturally arises, what security better than that of the Edinburgh, Perth, and Dundee Company, which has been shown to be ample, has the East of Fife to offer? By their Bill, now before Parliament, the promoters of the East of Fife Railway take power to raise 32,000*l.* by share capital, and 10,600*l.* by loan. The latter sum is for plant, and will not be more than sufficient to stock the East of Fife line, whilst the revenue will scarcely exceed 3,000*l.* per annum. Such being the case, it seems difficult to imagine that the interests of the Leven Company can be promoted by such a transference, even if it were not desirable as it certainly is, upon public grounds, that these short branches should be worked as integral portions of the trunk line.

The only other observation in the Memorial and Protest which requires to be noticed, is that having reference to the opposition of the Edinburgh, Perth, and Dundee Company to the East of Fife Company's Bill, which opposition is alleged to have failed. It would have been a more correct representation of the case to have stated that the opposition which was intended to prevent the East of Fife and the Leven Companies from entering into agreements in contravention of the rights of the Edinburgh, Perth, and Dundee Company was abandoned because those Companies engaged to respect by the insertion of a clause in the Bill, the subsisting agreement with this Company, which, in the knowledge that the Bill has safely passed the House of Commons, they are now endeavouring to overthrow, if possible, with the sanction of the Board of Trade.

The Board cannot fail to have perceived that they have had to deal with the same individuals, whether appearing as representatives of the East of Fife or Leven Companies. As connected with the Leven Company, those individuals cannot with propriety repudiate an agreement made by themselves, but as connected with the East of Fife Railway, it is presumed, they conceive themselves to be untrammelled by any such fetters; and this is, in fact, the great difficulty which the Directors of the Edinburgh, Perth, and Dundee Company have had all along to deal with in their endeavour to protect the interests of their constituents.

(Appendix to the above Statement.)

1. Excerpts from Requisition or Statement by the Leven Railway Company to the Edinburgh, Perth, and Dundee Company.

Leven, August 31, 1852.

I AM requested by the Directors of the Leven Railway Company to call your attention to the proposed agreement for the working of the Leven Branch by the Edinburgh, Perth, and Dundee Railway Company.

It will be recollected that last year the subject of working the proposed branch was fully considered by both parties, and that a contingent contract was then concluded between the promoters and the Directors of the Edinburgh, Perth, and Dundee Railway Company. *Upon the faith* of that agreement, the promoters made application to Parliament, and at a very considerable expense (increased by an active opposition), obtained an Act, not only authorizing them to lay down the proposed railway, but also conferring powers on the shareholders of your Company to undertake the working of the line. The promoters also entered into provisional arrangements for the execution of the works so authorized on very advantageous terms; and by carrying the principles of a strict economy into every department of expenditure, they were enabled to fix the entire cost of the proposed railway within the limits of 3,500*l.* per mile.

The Directors of the Leven Railway are now desirous to avail themselves of those favourable arrangements entered into by the original promoters, and to proceed immediately with the works, more especially as, from the recent rise in the price of iron and in the rate of wages, the undertakings, if suspended, cannot be resumed on the same advantageous terms; but, before taking any step in that direction, they deem it necessary to receive the sanction of the shareholders of the Edinburgh, Perth, and Dundee Company to the proposed working agreement.

In drawing your attention to that subject, then, it will be unnecessary to do more than allude very briefly to some of the most obvious advantages which would accrue to the parent Company through the proposed arrangement. At present, the Edinburgh, Perth, and Dundee Company are all but excluded from participation in the traffic of the important district which extends from Dysart to Anstruther. The proposed branch will be the first step towards developing that new field of traffic, and it has been so laid out as to bear upon the most productive portion of the field. It will command not only a very large passenger traffic, but also the carriage of an amount of goods which no section of the main line of corresponding length can boast of; and it will not only be productive in itself, but will ensure, at no distant period, by its extension to the eastward, the introduction to the main line of a large and profitable traffic from that district of the county; and, with a view to this, preliminary arrangements are now making for the necessary surveys. The branch to St. Andrews has multiplied the traffic arising from that city, &c. * * * * If the parent Company, then, have had cause to congratulate themselves upon the productiveness of the St. Andrew's Branch, they will have much stronger reasons for co-operating in carrying out the present project; and the Directors of the Leven Company confidently claim of your shareholders the ratification of the agreement which has hitherto formed the basis of all these arrangements.'

2. Excerpt from Minutes of Meeting of the Joint Committee of Directors of the Edinburgh, Perth, and Dundee, and Leven Railway Companies.—July 26, 1854.

PRESENT:—

Sir Ralph Anstruther, Director, Leven Company.
Messrs. Haig, Chairman, ditto;
„ Johnston, Director, ditto;
„ Balfour, Chairman, Edinburgh, Perth, and Dundee Company;
„ Dunlop, Director, ditto;
„ Mitchell, ditto, ditto.

Mr. Haig in the chair.

ATTENDING:—

Mr. Wilkie, Secretary, Leven Company.
„ Bouch, Engineer, ditto.
„ Robertson, Manager, Edinburgh, Perth, and Dundee Company.

Letter from Captain Galton, of the Board of Trade, to Mr. Wilkie, of date 17th current, stating various objections to the agreement between the two Companies, a copy of which had been forwarded to the Board for its sanction, in terms of the Act of Parliament.

Resolved,—That a representation be forthwith made by the Leven Directors to the Board of Trade, with a view to the removal of the objections detailed in the communication just read, and to urge upon the Board the necessity of giving their sanction to the agreement as it now stands.

The Edinburgh, Perth, and Dundee Railway Company, Secretary's Department,
Edinburgh, June 16, 1855.

Sir,

Referring to my communication of 21st ultimo, intimating the concurrence of my Directors in the modifications suggested as necessary to be made upon the Leven agreement, I beg now to enclose a copy of the correspondence between the two Companies, from which you will see that the Leven Company decline to acquiesce in the views of the Board of Trade, as communicated in your letter of the 9th ultimo, thus verifying the previously expressed convictions of my directors, that any deviation from the strict letter of the agreement, however unimportant in itself, would be made a pretext by the Leven Directors for evading their engagements.

In these circumstances, but especially as the modifications or alterations proposed by the Board do not abridge the Leven Company's rights, but affect the interests of this Company *only*, the Directors trust they are not incorrect in assuming that if the objects contemplated by those alterations can be equally effectually secured in any other way, whereby the embarrassments created by the Leven Company would be avoided, the Board will not be disinclined to consider any proposal that may be made with that view.

With this conviction, the Directors venture to suggest that the objects in contemplation might be fully attained, if the Board would give their assent to the Leven agreement in its integrity,—and, simultaneously with such assent, take security from the Edinburgh, Perth, and Dundee Company, for the due observance of the modifications and conditions which are thought proper or essential, in the form of a supplemental and independent agreement between this Company and the Board. Such a supplemental agreement or obligation, embodying the required modifications and conditions, I am now instructed, on behalf of this Company, to offer to the Board, as affording a means whereby the public interests will be fully protected, the present temporary arrangement for the working of the Leven line placed on a permanent footing, and the Directors of this Company, as well as the Board, relieved from the further trouble and inconvenience which a prolongation of fruitless negotiations must inevitably entail. Failing an arrangement of the nature suggested, the prospect of the Leven Company concurring in the recent decision of the Board seems so slight, that I think it right to apprise you, that in the absence of any other alternative, the Directors will be in duty bound, however reluctantly, to put an end to the temporary arrangement under which the branch line is at present worked, as the Leven Company cannot, in fairness, be allowed any longer to enjoy the benefits of an agreement they refuse to ratify, in total disregard of this Company's interests.

The Directors will feel obliged by your laying this letter before the Board at your earliest convenience,—and, should their proposal be so far favourably received as to make an interview desirable, with a view to farther explanations, a deputation of their number will be prepared to wait upon the Board, on receiving a few days previous notice. Hoping to be favoured with an early answer,

I have, &c.

Captain Galton R.E., Board of Trade.

Henry Lees, *Secretary.*

Sir,

Railway Department, Board of Trade, Whitehall, June 20, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 16th instant, transmitting copies of the correspondence that has passed between the Edinburgh, Perth, and Dundee, and the Leven Railway Companies, relative to the agreement for working the Leven Railway. My Lords have given full consideration to the proposal therein contained, but they direct me to inform you, that it is not in their power to comply with the request of the Edinburgh, Perth, and Dundee Railway Company.

I am, &c.

Douglas Galton,
Captain, Royal Engineers.

The Secretary of the
Edinburgh, Perth, and Dundee Railway Company.

The Edinburgh, Perth, and Dundee Railway Company, Secretary's Department,
Edinburgh, June 29, 1855.

Sir,

I am instructed to acknowledge the receipt of your letter of the 20th instant.

After anxious consideration of the whole matter, the Directors have reluctantly come to the conclusion that, in consequence of the refusal of the Leven Company to give effect to the agreement in accordance with the recommendations of the Board of Trade, they had no alternative but to release themselves from all responsibility connected with the Leven line; and accordingly, a letter to that effect has been addressed to the Directors of the Leven Company; a copy of which I enclose for the information of the Board of Trade.

I have, &c.

Captain Galton, R.E., Board of Trade.

Henry Lees, *Secretary.*

Sir,

Railway Department, Board of Trade, Whitehall, July 5, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th ultimo, stating that in consequence of the Leven Railway Company having refused to give effect to the agreement in accordance with the requirements of this Department, they have no alternative but to release themselves from all responsibility connected with the Leven Railway, and transmitting a copy of a letter which has been addressed by the Edinburgh, Perth, and Dundee Railway Company, to the Leven Railway Company upon this subject.

I am, &c.

Douglas Galton,
Captain, Royal Engineers.

To the Secretary of the
Edinburgh Perth and Dundee Railway Company.

Memorial from the Leven Railway Company, to the Right Honourable Lords of Committee of Privy Council for Trade, &c., enclosed in letter dated 6th July 1855.

The communication by Captain Galton, of the 9th May last, with respect to the Leven agreement, took your Memorialists by surprise in so far as it announced the intention of the Board to deal with a point which had already been exhausted by its former decisions, whereby the duration of that agreement was limited to *ten* years.

On the point of duration, it must, upon re-consideration, appear that the Board had pronounced their deliberate and final sentence.

On the 17th of July last, 1854, your Memorialists were informed by letter from your Honourable Board that the agreement should receive your sanction, with certain modifications, one of the most important of which was the following:—

"The twenty-first clause provides that the agreement shall continue in force for twenty-five years, and no "power is given to either party for determining the arrangement or proposing a variation of its conditions "before the expiration of that period. It appears to my Lords that this term is longer than is expedient for "the continuance, without the opportunity of revision, of an arrangement between these Companies, by which "a minimum is fixed to the fare for the conveyance of passengers, and that the duration of the agreement "should be limited to ten years."

Your Memorialists, in concert with the Edinburgh, Perth, and Dundee Company, in terms of the resolution of a *joint* meeting* acting for both Companies, held upon the 26th of July 1854, appealed to the President of the Board, *inter alia*, against this limitation of the duration of the agreement, so as to keep the agreement as it stood, and to prevent any delay or differences of opinion.

In support of the appeal, a deputation of the Directors of the Leven Railway Company, furnished by the Edinburgh, Perth, and Dundee Company, with the minutes of their Directors to be laid before your Lordships, waited upon the Board upon the 4th of August last, when Mr. Cardwell deliberately affirmed the previous decision of the Board regarding the duration of the agreement, and stated that upon that point the Board would listen to no further observations.

Your Memorialists now considered the Board to be *functus officio*, excepting upon one point specially reserved; but if any doubt could exist as to the legal effect and final character of the decision so promulgated by the Board of Trade, it is removed by the circumstances which arose out of it.

That decision had the important effect of calling into existence the East of Fife Railway Company, whose object it was to extend the Leven Railway seven miles further to the eastward, a measure, in the early prosecution of which, it is almost needless to say, that your Memorialists have a deep interest.

To understand how this undertaking was influenced by the Board's decision limiting the Leven agreement to ten years, it will be necessary briefly to review the condition of the affairs of the Edinburgh, Perth, and Dundee Company, the party contracting to work the Leven line.

Subsequently to the agreement having been entered into, the affairs of the Edinburgh, Perth, and Dundee Company had fallen into a condition of insolvency, and application was made to Parliament for authority to adjust and arrange the Company's obligations, and to postpone the claims of creditors. The result of that application was the Arrangement Bill of 1853, by the extraordinary provisions of which the whole revenues and estates of every kind of the Company were preferentially secured to the then existing creditors, and the Company were thus protected against execution for any new debt or obligation.

A plain consequence of this remarkable measure was, that the Edinburgh, Perth, and Dundee Company could no longer lawfully entertain a project for working, by means of their existing resources, any new extension, or to enter into any valid and binding contract. It even became doubtful whether the working contract already subsisting between that Company and your Memorialists could be enforced. At least, upon the financial crisis anticipated to ensue at the end of the period to which the Company's obligations had been postponed, the working of the Leven Railway might be found no longer compatible with the operation of the statute.

The proposed East of Fife Extension would not admit of being worked advantageously as an independent line, and the parties interested in it had watched with much anxiety the progress of this measure which excluded all prospect of direct assistance from the Edinburgh, Perth, and Dundee Company, while, for the lengthened period of twenty-five years, there could be no mutual working arrangement with the Leven Company.

But when the Board of Trade announced, through Mr. Cardwell, their final determination that the duration of the Leven agreement should be reduced to ten years, the promoters of the Extension, many of them large shareholders in the Leven Railway, set on foot its immediate prosecution. The decision of the Board was publicly known in the beginning of August last; and, under the protection it afforded, early in September following, the East of Fife Company was constituted. Upon the faith of that decision the capital was subscribed, and a Bill to obtain the requisite powers introduced into Parliament.

In the meantime, the Edinburgh, Perth, and Dundee Company had not raised a doubt as to the authority of Mr. Cardwell's decision; nor did your Memorialists presume to call in question a deliberate act of your Lordships to which they attributed that inviolable character, without which such public acts would have no authority, and command no respect.

In the decision pronounced by Mr. Cardwell, a point not connected with the duration of the agreement had been reserved for adjustment by a reference to the opinion of Scotch lawyers; and when your Memorialists communicated to the Board the legal opinion obtained, Captain Galton, in acknowledging receipt by letter, dated 5th January, took occasion to recapitulate the judgment of the Board, as given on the 4th of August; and, in particular, he stated, "My Lords continue of opinion that the duration of the agreement should be "limited in clause 21st to the period of ten years, as stated in my letter of the 17th July. The argument "urged in your letter of the 31st July, that the duration of the agreement is now matter of contract between "the Companies, does not seem to be entitled to much weight, for, as the Act requires the agreement to be "approved by the Board of Trade, the parties were aware that they could enter into any arrangement pro-"visionally only, until that approval should be obtained."

Every matter was now settled excepting an alteration on Clause 12, as to which it was thought the officers of the Railway Department of the Board of Trade had not quite apprehended the deliverance given by Mr. Cardwell.

In the interval, a change had taken place in the Board of Trade, consequent upon the retirement of Mr. Cardwell, and shortly thereafter the Edinburgh, Perth, and Dundee Company indicated a purpose to unsettle existing arrangements as fixed by the decision of the Board.

The promoters of the East of Fife Railway had introduced into their Bill a clause conferring powers upon *that* Company to enter into agreements for jointly working the Leven and East of Fife Railways with or without the Edinburgh, Perth, and Dundee Company. This clause, which was simply permissive, was obviously required to meet the exigencies of the case, and was assented to by your Memorialists. It was opposed in Parliament, however, by the Edinburgh, Perth, and Dundee Company, and at the same time, as it now appears, that Company also approached the Board of Trade, soliciting that its decision on the subject of the Leven agreement of the 17th July last should be rescinded as regarded the period of duration.

In the *ex parte* application to your Lordships made on behalf of the Edinburgh, Perth, and Dundee Company, it was represented, *inter alia*, that the agreement submitted for approval had been entered into long anterior to the passing of the Leven Act; that on the faith of it the capital of the Leven Company had been raised; that the Leven Company had provided no capital for acquiring plant; that such plant had been purchased at considerable expense by the Edinburgh, Perth, and Dundee Company, and that that Company had been induced to enter into the agreement chiefly upon a calculation of the advantages extending over a period of twenty-five years.

Your Memorialists conceiving that it was with public interests alone that your Lordships had to deal, were willing to forego any advantage they might derive from a disclosure of the history of their arrangements with the Edinburgh, Perth, and Dundee Company, but since the above recited statements of that Company have

been admitted as an element in your Lordships' deliberations, it is proper that the Board should know the facts, although your Memorialists are not meaning to raise any general discussion, but only respectfully to enter their protest against the opening of and reversing of former positive and repeated decisions of the Board.

The agreement now submitted for approval was not entered into prior to the passing of the Leven Act.

An agreement was entered into before going to Parliament, whereby your Memorialists were induced to embark in the undertaking, the main purpose of which, as will hereafter be seen, was to *advance the interests of the Edinburgh, Perth, and Dundee Company.* Your Memorialists trusting to that agreement being faithfully observed, did not seek to obtain powers to raise capital for the purchase of plant. But when the Leven Act had passed, and the promoters were bound to proceed with the railway, the Edinburgh, Perth, and Dundee Company repudiated that agreement. *Your Memorialists had no power to raise money for plant for the working of their line, and were now thoroughly dependent on* the Edinburgh, Perth, and Dundee Company, who dictated a new agreement on a basis radically different from the first. It is that *new* agreement, so extorted, which is now submitted for approval; and, therefore, the considerations urged upon the Board by the Edinburgh, Perth, and Dundee Company, in respect of the previous contract, have no ground in equity.

Then the anticipated advantages to arise from the long duration of the agreement, manifestly exaggerated, were not the consideration which induced the Edinburgh, Perth, and Dundee Company to become parties to it. The scheme originated in a report of their own engineer to his Directors so far back as the 5th May 1851, in which occurs the following passage explanatory of the advantages which the undertaking would confer on the Edinburgh, Perth, and Dundee Company: "Of all the projected branches in communication with the "Edinburgh, Perth, and Dundee Railway there is no doubt this will bring the greatest amount of traffic, and "confer the largest benefit to the parent line. It is not, however, the amount of traffic it will bring which "renders the construction of the line so desirable. It would put an end to the steam boat competition "between Dysart, Sinclairtown, Kirkcaldy, and Trinity, and enable you (the Edinburgh, Perth, and Dundee "Company) to get higher fares and receipts for the passenger traffic between these places and Edinburgh." These were the true considerations upon which the Edinburgh, Perth, and Dundee Company acted, and, accordingly when the agreement came before the shareholders for approval, the Directors represented the object of it to be the acquisition of a large additional traffic upon the main line.

And lastly, with respect to the alleged purchase of plant on behalf of the Leven Railway, on which so much weight is laid, your Memorialists can only say that, with the exception of the locomotive paid for out of the funds of the Leven Company, your Memorialists are unconscious of the existence of any new plant upon the line.

The other arguments put forward by the Edinburgh, Perth, and Dundee Company had all been previously discussed, so that the late opinion expressed by the Board, reverting to twenty-five years' duration of the agreement, even were it now competent, is left to rest upon reasons which your Memorialists have now shown to be groundless.

And the Memorialists may add that the reason assigned in the late deliverance for rescinding the ten years, humbly appears to them to be incorrect. The reason is, because the limitation of working agreements to ten years by the clause which has been introduced by the Railway and Canal Committee, applies only to the relation of companies where both have plant, not to agreements between a company having plant and a branch line which is without it, and must depend for working upon the main company. On the contrary, since the introduction of the above clause, it has been required to be inserted in all cases, without exception, where power is taken to enter into working agreement; and above all, in the case of small branches having no independent plant.

Your Lordships, in your deliverance of 9th May, appear to have overlooked another very important fact, which in the present aspect of affairs, adds to the difficulty of the situation. At your Lordships' instance, a clause has been introduced into the East of Fife Bill, prohibiting the Company from entering into an agreement for more than *ten* years, or in other words, effectually preventing that Company from entering in an agreement with the Edinburgh, Perth, and Dundee and Leven Companies, or either of them, for the working of the short extension line during the next twenty-five years, were your Lordships' recent decision competent and legal.

Your Memorialists are persuaded that your Lordships could not anticipate that the results would be so to tie the hands of the East of Fife and Leven Companies as to render them completely subservient to the purposes of the Edinburgh, Perth, and Dundee Company. But so satisfied are the promoters of the East of Fife Railway that such must be the necessary consequences, that were the late deliverance held to be competent, they contemplate withdrawing their bill altogether. On the other hand, the Edinburgh, Perth, and Dundee Company, conscious of the undue influence that decision, if competent and if carried out, would confer on them, are endeavouring to concuss your Memorialists into its adoption. Your Memorialists beg leave to refer your Lordships to the communication they have received from the secretary of the Edinburgh, Perth, and Dundee Company, forming Appendix No. 2, wherein that Company seek an excuse in the late proceeding of the Board for threatening a second act of repudiation.

Your Memorialists desire to reap no advantage out of the East of Fife Extension, by the sacrifice of any interest which the Edinburgh, Perth, and Dundee Company have under the present working agreement; they simply desire protection from its being exercised against them in an oppressive manner.

Your Memorialists in entering into that agreement viewed it as a *whole.* They were constrained to submit to many disadvantageous conditions; but on the other hand, the agreement presented advantages, and in the 11th, 12th, and 22nd clauses, it contained safeguards against an arbitrary exercise of the powers vested in the working company. It was thus that the term of twenty-five years was submitted to.

In the decision of the *Board of* 17 *July last, the provisions on which your Memorialists mainly depended for protection were ordered to be struck out;* but then the limitation of the agreement to ten years rendered an abuse of power less likely, and those provisions the less necessary. But your Memorialists cannot make an unconditional surrender of their interests to the Edinburgh, Perth, and Dundee Company. They are the less willing to submit to that alternative when they reflect on the great loss, trouble, and expense to which they have been put in order to obtain your Lordships' sanction, which, after having been obtained in the most formal and authoritative manner, has been, without their intervention or previous knowledge, suddenly and as they think unwarrantably withdrawn.

Were your Memorialists to admit the efficacy of your Lordships' late decision, the whole of these expenses would be wasted, and the parties left of new to contract with each other, and perhaps again to incur the cost of coming before your Lordships for your sanction.

Your Memorialists represent a small undertaking, with a capital under 30,000*l.*, and their object has been to provide the public with a railway at the cheapest possible cost; and your Lordships must see that they cannot afford to follow out the endless procedure which the course adopted by the Board would lead to. They therefore, for the reasons above set forth, protest against the deliverance of the Board, contained in Captain Galton's letter of the 9th May, as *ultra vires* of your Lordships, and respectfully solicit that the same may be cancelled and annulled.

John Haig,
Chairman of the Leven Railway Company.

(Enclosed in foregoing Letter.)

Minute of Meeting of the Joint Committee of the Leven Railway, July 26, 1854.

Present:—Sir Ralph Anstruther; Messrs. Haig; Johnstone; Balfour; Dunlop; Mitchell.

Mr. Haig in the Chair.

Attending:—Messrs. Wilkie; Bouch; Robertson.

Letter from Captain Galton, of the Board of Trade, to Mr. Wilkie, of date 17th current, stating various objections to the agreement between the two Companies, a copy of which had been forwarded to the Board for its sanction, in terms of the Act of Parliament:—*Resolved*, That a representation be forthwith made by the Leven Directors to the Board of Trade, with a view to the removal of the objections detailed in the communication just read, and to urge upon the Board the necessity of giving their sanction to the agreement as it now stands.

Railway Department, Board of Trade, Whitehall, July, 23, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 6th instant, together with a Memorial from the Leven Railway Company containing observations upon a letter which, on the 9th May last, was addressed by their Lordships to the Edinburgh, Perth, and Dundee Railway Company on the subject of the proposed working agreement between that Company and the Leven Railway Company, and a copy of which was transmitted to you in my letter of the same date.

The observations of the Memorialists have reference principally to that part of the letter to the Edinburgh, Perth, and Dundee Railway Company in which their Lordships stated that they had come to the conclusion that the term of twenty-five years, agreed upon by the Companies for the duration of the agreement, might, under the special circumstances of the case, be sanctioned without impugning the principle of the general rule, which, in consequence of the recommendations of the Railway Committee of 1853, has been adopted in the Railway Bills of this and the preceding session, and according to which the duration of agreements of this kind has generally been limited to ten years. The Memorialists contend that a different view of this matter having, in letters from this Department of the 17th July and the 5th January last, and in an interview with Mr. Cardwell in August last, been communicated to the Leven Railway Company, it was no longer competent for this Board to entertain any further discussion of the question of the duration of the agreement, but that the Board was concluded by the opinion already expressed upon that point.

In reply, I am instructed to state that it appears to my Lords that the position thus taken by the Memorialists is quite untenable, and that, until the agreement was brought into a shape in which it could receive their Lordships' approval, and such approval was actually signified, it was open to either party to submit for their Lordships' consideration any representations in answer to objections taken to the terms of the agreement by this Department, with the view of modifying the ultimate decision of this Board; and my Lords are of opinion that in acceding to the request of the Edinburgh, Perth, and Dundee Railway Company for a re-consideration of the question of the duration of the agreement, the course they pursued was so far from involving any excess of the powers reserved to this Board by the Leven Railway Act, that it was in effect, in furtherance of the objects of those powers, by leading to a more thorough investigation of the merits of the case. In the same way, in the month of February last, their Lordships, at the instance of the Leven Railway Company, consented to reconsider the opinion that had been expressed by this Department with respect to the 12th clause of the agreement.

The Memorialists complain that the alteration of the views of this Board on the subject of the duration of the agreement has taken them by surprise, and that this change of opinion was obtained without their intervention, and on *ex-parte* representations.

In answer to these allegations, my Lords think it sufficient to observe, that notice of the appointment for the interview of the 2d May, which was granted at the request of the Leven Railway Company, was given to the agents of that Company, at the same time as to the representatives of the Edinburgh, Perth, and Dundee Railway Company and the promoters of the East of Fife Railway. The Leven Railway Company did not avail themselves of the opportunity so afforded them of combating the statements of the Edinburgh, Perth, and Dundee Railway Company. They were, however, to a certain extent, represented at the interview by the gentlemen who attended it on behalf of the East of Fife Railway Company, with whom, in the present discussion, they appeared to be associated in point of interest; and they have now been enabled to bring before their Lordships the observations in the Memorial on the written statements of the Edinburgh, Perth, and Dundee Railway Company.

My Lords do not think it necessary to make any remarks upon other points adverted to in the Memorial, relating either to matters that had been previously brought under their Lordships' consideration by the promoters of the East of Fife or to representations of the Edinburgh, Perth, and Dundee Railway Company, that are supposed, by the Leven Railway Company, to have led to the conclusion announced in my letter of the 9th May.

The grounds on which their Lordships proceeded in coming to that conclusion are fully stated in that letter. It was there explained that the case was considered as an exceptional case to which the general principle laid down by the Railway Committee of 1853 did not apply. The grounds of their Lordships' decision, therefore, as set forth in the letter referred to, are not affected by the reference made by the Memorialists to the general rule recommended by the Committee and the practice founded on that rule. Even if the argument of the Memorialists were to prevail, the Edinburgh, Perth, and Dundee Railway Company would not be bound to accede to an agreement limited to the shorter term. And it does not appear to my Lords that the Leven Railway Company can reasonably complain of the adherence to the term which formed one of the principal conditions of the agreement, as arranged between them and the Edinburgh, Perth, and Dundee Railway Company, while the alteration of clause 12, proposed by this Department, leaves untouched the protection that clause was intended to provide against any arrangement of the Edinburgh, Perth, and Dundee Railway Company for favouring the competing modes of conveyance to the prejudice of the Leven Railway, by charging a *less* mileage rate for the local traffic to Kirkaldy and Dysart than for the through traffic by Thornton to Leven. And the modification of the agreement, required by their Lordships, with respect to the Harbour Branch, will have the effect of relieving the Leven Railway Company from a disadvantageous restriction on the extension of their traffic in that quarter.

Under these circumstances, I am to inform you that my Lords are unable to accede to the request of the Memorialists, and they adhere to the decision communicated to you in my letter of the 9th May last.

I am, &c.

The Secretary of the Leven Railway Company.

Douglas Galton,
Captain, Royal Engineers.

The Edinburgh, Perth, and Dundee Railway Company, Secretary's Department, Edinburgh, July 10, 1855.

Sir,

As the Board of Trade are already in possession of the letter I addressed on the 28th ultimo to the Directors of the Leven Company, intimating that in consequence of their refusal to accede to the requirements

of that Board, the Directors of this Company have come to the determination to cease to work the Leven line, my Directors think it proper to forward a copy of the answer of the Leven Directors of the 6th current, and of their reply of yesterday's date. They also transmit a copy of the public notice they have caused to be given of the withdrawal of their plant from the Leven line, from and after the 31st current.

I have, &c.

Captain Galton, R.E., Board of Trade. HENRY LEES, *Secretary.*

The Edinburgh, Perth, and Dundee Railway Company, Secretary's Department, Edinburgh, July 21, 1855.

SIR,

IN the letter you addressed to this Company on the 9th May last, on the subject of the Leven agreement, you make reference to two letters, the one of 17th July 1854, and the other of 5th January last, addressed by you to the agents of the Leven Company. As no copy of the letter of 5th January was transmitted to us by the Leven Company, I request the favour of your sending me a copy of it.

I am, &c.

Captain Galton, R.E., Board of Trade. HENRY LEES, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, July* 25, 1855.

IN compliance with the request contained in your letter of the 21st instant, requesting to be furnished with a copy of the letter addressed by order of the Lords of the Committee of Privy Council for Trade to the agents of the Leven Railway Company, I herewith transmit the enclosed copy thereof, for the information of the Directors of the Edinburgh, Perth, and Dundee Railway Company.

I am, &c.

To the Secretary of the Edinburgh, Perth, and Dundee Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Leven Railway Company's Office, Leven, July* 25, 1855.

As the Directors of the Edinburgh, Perth, and Dundee Railway have informed me that you have been furnished with the correspondence betwixt them and the Directors of the Leven Company up to the letter of Mr. Lees to me of the 9th July, I have been directed to transmit to you a copy of my answer to Mr. Lees of the 19th July, which is now enclosed.

I am, &c.

Captain Galton, Secretary of the Board of Trade, Railway Department, Whitehall. ANDREW WILKIE, *Secretary.*

Edinburgh, Perth, and Dundee Railway Company, Secretary's Department, Edinburgh, August 2, 1855.

SIR,

MY Directors instruct me to acknowledge the receipt of your letter of 25th July, and to thank you for the copy of your letter of 5th January to Messrs. Dodds and Greig which accompanied it.

From that letter, my Directors become acquainted, for the first time, with the circumstance of the Leven Company having obtained and laid before the Lords of the Committee of Privy Council for Trade the opinion of counsel on certain provisions of the agreement between the two Companies, and also of their having addressed a communication to their Lordships, on 31st July, 1854, which appears to have removed various objections which were stated in your letter of 17th July, 1854, to certain clauses of the agreement.

The information thus communicated would seem to be of importance, as removing the differences between the two Companies, but as the effect of it cannot be perfectly understood without the documents themselves, my Directors request you will have the goodness to send me a copy of the letter from the Leven Company, and of the opinion of counsel, or if you prefer to send the opinion itself, I will take a copy and return it to you.

I am, &c.

Captain Galton, Railway Department, Board of Trade, Whitehall. HENRY LEES, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, August* 6, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 2d instant, requesting to be furnished with a copy of the letter addressed to this Board by the Leven Railway Company, and of the opinion of counsel relative to the proposed agreement between that Company and the Edinburgh, Perth, and Dundee Railway Company, and to inform you that my Lords decline to accede to the request for copies of the communications addressed to their Lordships by the Leven Railway Company during the past discussion on the working agreement between the two Companies, and not bearing on any question at present before them.

I am, &c.

The Secretary of the Edinburgh, Perth, and Dundee Railway Company. DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Leven Railway Company's Office, Leven, August* 13, 1855.

I HAVE been instructed by the Directors of the Leven Railway Company to acknowledge the receipt of your communication of the 23d ultimo, on the subject of the working agreement with the Edinburgh, Perth, and Dundee Company.

Since the date of my last communication to you, the Edinburgh, Perth, and Dundee Company have ceased to work the Leven Railway, and have forced the Company under the greatest disadvantages to acquire the plant necessary for the independent working of the line. To avoid this alternative was the sole object of the agreement submitted to the Board of Trade, and therefore, the Leven Company have ceased to have any practical interest under it. But, that the legal rights of the Company may not be prejudiced by the views which the Board of Trade, acting apparently upon a very imperfect knowledge of the circumstances, have directed you to communicate, the Directors desire me to submit the following remarks on your letter of the 23d ultimo.

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Edinburgh, Perth, and Dundee, and Leven Railway Companies (Working Agreement).

They consider it to be quite unnecessary again to go over all the grounds on which the Leven Company contend that the Board of Trade could not lawfully or equitably entertain further discussion on the duration of the agreement. They will advert only to the points you have dealt with, and with much deference, they contend that the re-consideration of clause 12th, in February last, affords no justification for recal of the judgment of Mr. Cardwell on other points, for the terms of clause 12th he had made the subject of a special reservation.

Further, with respect to the Board having treated the present as an exceptional case, and having departed from an uniform practice in regard to the duration of such agreements, the Directors have respectfully to express an opinion that such departure could only be sanctioned on very urgent reasons, and they are not aware of any grounds for the departure in the present case, except such as depend on an erroneous view of the facts and circumstances not capable of being supported by evidence.

The Directors are prepared to support their averment, that the alteration upon Mr. Cardwell's judgment resulted from *ex-parte* statements made by the chairman and secretary of the Edinburgh, Perth, and Dundee Company.

The written statements of the 16th and 30th April last, were not seen by the Directors of the Leven Company until after the sentence of the 9th of May last had been issued. Indeed, but for reference having been therein made to those written statements, the Leven Company should never have been aware of their existence.

Your observation, that the Leven Company did not attend the interview of the 2d of May, and avail themselves of the opportunity to combat the statements of the Edinburgh, Perth, and Dundee Company, infers that the Leven Company were informed of the adverse statements made by that Company. But the Leven Company were absolutely ignorant of those statements, and consequently could not be expected to controvert them.

The true state of the facts is this. Upon the 24th of April the solicitors of the Leven Company addressed to you a note requesting an interview to ascertain the precise terms of the modification you required upon clause 12th. This written communication was immediately followed by a personal application. The interview solicited was granted, and the terms of the modification ascertained. In the meantime, you had made a written communication to the Company's solicitors as in answer to their letter of 24th April, informing them that "the interview requested" would be given them on the Wednesday following. But, your communication did not contain any notice of the *ex parte* applications of the Edinburgh, Perth, and Dundee Company, nor did it state that the representatives of that Company were to be in attendance on the day named, to support a petition for the recal of Mr. Cardwell's decision. The Leven Company's solicitors accordingly wrote to you on the 28th April, in the following terms. "We have to acknowledge receipt of "your letter of the 25th, in answer to our letter of the 24th; on referring to that letter, you will observe that "the interview requested on the part of the Leven deputation was to ascertain the terms in which their "Lordships desired clause 12th of the contract to be expressed, all the other questions on that contract having "been already settled by their Lordships. The deputation had the pleasure of seeing you and Mr. Barron "by appointment on the , and receiving the views of the Board as to clause 12th. They have "now left town to report and consider the clause further with their Directors. That being so, it will not be "in the power of these gentlemen to attend the meeting to which you refer, nor in the circumstances above "explained does it appear necessary for them to trouble their Lordships at present." To which communication you replied on the 1st of May, as follows:—"Captain Galton presents his compliments to Messrs. Dodds "and Greig, and with reference to the interview which had been named for to-morrow (Wednesday) at one "o'clock, on the subject of the Leven working agreement, begs to inform them that it is desirable that some "person should attend on behalf of the Leven Railway to hear what takes place, as a deputation from the "Edinburgh, Perth, and Dundee Railway will attend at that time on the subject."

On recurring to this correspondence, I believe you will not dispute the perfect accuracy of the statements which the Leven Directors have made on this point. The first and only intimation by the Board of Trade that it was necessary for the Leven Company to appear on the 2nd of May, with reference to the applications made by the Edinburgh, Perth, and Dundee Company, was not given until the day previous to the interview, and after the deputation of Directors had returned home.

It had been noised about the lobbies of the House of Commons that measures had been or were to be taken by the Chairman and other Directors of the Edinburgh, Perth, and Dundee Railway then in London, to upset the decision of Mr. Cardwell, now he had left the Board of Trade; and this rumour the deputation had repeatedly heard. But the Board of Trade made no official communication on the subject to the Leven Company other than that above recited, and the Directors were quite in the dark as to what had really been doing in regard to it. They were not free of apprehension about the rumour referred to, but they trusted that no action would take place upon a matter so all important to them, without the Board having first given ample notice, and made a full disclosure of the grounds upon which their thrice affirmed judgment was sought to be overturned.

Upon the allegations of the Edinburgh, Perth, and Dundee Company, it is assumed that the Leven Company were represented at the interview in question by the gentlemen connected with the East of Fife Railway. These gentlemen, as you must have seen, were not conversant with the terms of the working contract, and had no such knowledge of the position of the case as to enable them to meet the arguments put forward on the other side. You are also aware, that in point of fact they did not appear on behalf of the Leven Company. The Leven Company, no doubt, have interest very much in common with the promoters of the East of Fife, and this, in their previous Memorial, the Directors have candidly and fully explained; but, at the same time, you must readily perceive that, under the working agreement with the Edinburgh, Perth, and Dundee Company, they have also *distinct* interests, which it would be unreasonable to expect they would compromise simply to promote the peculiar objects of the East of Fife Company.

Your observation that the alteration proposed on clause 12, leaves untouched the protection that clause was intended to provide against any arrangement of the Edinburgh, Perth, and Dundee Company favouring the competing modes of conveyance to the prejudice of the Leven Railway, by charging a less mileage rate for the local traffic to Kirkaldy and Dysart than for the through traffic by Thornton to Leven, abundantly proves that the Board of Trade have hitherto failed to apprehend the full effect of the important alteration they have introduced upon that clause. The Directors believe, that had the Board been familiar with the relations of the various localities referred to in the clause, and all attendant circumstances, they must have arrived at an opinion totally different from that they have expressed

The Leven Company's solicitors, upon the 10th February last, shortly alluded to the fears entertained by the Leven Directors upon this head, and that there may be no room for misapprehension, I will endeavour further to illustrate their views.

The 11th clause of the agreement binds the Edinburgh, Perth, and Dundee Company to make the rates of such amount as to secure the traffic.

As originally framed, they were further bound by clause 12, that in the event of competition, they should charge not higher rates per mile to Thornton Junction than to Dysart or Kirkaldy.

The 83d section of the general Act gives them power to vary the rates to the circumstances of the traffic.

In virtue of these stipulations of the agreement and of that enactment, the Leven Company were not only protected against the Edinburgh, Perth, and Dundee Company, charging fares beyond those taken at Dysart or Kirkaldy, but they were also entitled to require, that if found necessary to secure the traffic to Leven, the Edinburgh, Perth, and Dundee Company should, as they lawfully might, charge a lower rate per mile to Thornton Junction than to Dysart or Kirkaldy.

As the agreement is altered by the Board of Trade, the Edinburgh, Perth, and Dundee Company are *bound* to charge the same rates per mile to Thornton Junction as to Dysart or Kirkaldy, whichever of the latter may be the point of competition.

This obligation being of a specific and absolute character neutralizes the above-mentioned provision of clause 11, which binds the Edinburgh, Perth, and Dundee Company to make the rates of such amount as will secure the traffic in the event of it becoming necessary to have lower rates per mile to Thornton Junction than to Dysart or Kirkaldy.

It, moreover, defeats the permissive power conferred by the 83d section of the General Act to vary the rates to the circumstances of the traffic, and is, to this extent, obviously illegal.

It is very plain, that circumstances might arise, or could be brought about, by the Edinburgh, Perth, and Dundee Company, under which, while it would be necessary, in order to secure the traffic to the Leven Railway, to have the rates to Thornton Junction lower than to Dysart or Kirkaldy, the Leven Company would have no right to demand such reduction, as they would have had under the original clause; and that the agreement as altered by the Board would become an offensive weapon in the hands of the Edinburgh, Perth, and Dundee Company against, in place of being a protection to, the Leven Company.

Supposing competition from Kirkaldy to Leven, and consequently there is from the relation of the places, of necessity competition from Dysart also, there is not much reason to apprehend any undue enhancement of the fares to Kirkaldy, but Dysart is situated only one mile to the eastward of the Sinclairtown Station, and the proper traffic of Dysart (not very considerable) could be worked without inconvenience through Sinclairtown. Thus, the Edinburgh, Perth, and Dundee Company might, without any prejudice to their own interests, charge maximum rates to Dysart.

Such a measure being taken, the rates to Thornton Junction would be also raised to the maximum, and the passenger traffic would be entirely excluded from the Leven Railway.

The Leven Company could no longer enforce the condition of clause 11, whereby the Edinburgh, Perth, and Dundee Company are to make the rates such as are to secure the traffic, for the rates charged to Thornton would be equal to those to Dysart, and the 12th clause, as modified, requires expressly that they shall be equal, neither more nor less.

The effect of the change introduced by the Board of Trade, when carefully followed out, is that whereas the original version of clause 12 when construed with clause 11, and applied to a case of competition, the circumstances being such as before stated, bound the Edinburgh, Perth, and Dundee Company to charge dues to Thornton not higher than the lowest rates charged at either Kirkaldy or Dysart, the clause as altered makes it imperative that the rates to Thornton shall be equal to the highest rates charged at either Kirkaldy or Dysart.

With such a loophole in the agreement whereby the Edinburgh, Perth, and Dundee Company could so annoy and oppress the Leven Company as to be able to dictate their own terms in the apportionment of the traffic, I would appeal to you to say whether it would not be in the highest degree imprudent for the latter voluntarily to tie themselves up for the next twenty-five years.

It may be said, the interest of the Edinburgh, Perth, and Dundee Company would restrain them from adopting a course such as has been pointed out to be practicable, but the experience of the Directors during the last few weeks, justifies them in expressing their belief that there is no measure so extreme that the Edinburgh, Perth, and Dundee Company would not adopt to secure the uncontrolled possession of the Leven line.

Having thus disposed of the misapprehension in regard to clause 12th, I have next to state that the modification in regard to the Harbour Branch would have been esteemed an important boon had it been conceded at an earlier period, but it has come too late to afford any practical advantage to the Leven Company. They have hitherto been prevented from constructing that branch by the clause which the Board at the eleventh hour proposed to alter, but they are no longer able to avail themselves of the power to do so, their whole remaining capital having been absorbed in the purchase of plant, a step which has been forced upon them by the Edinburgh, Perth, and Dundee Company, doubtlessly to cripple their resources, and so render the decision of the Board on the subject of the Harbour Branch a dead letter, in case the Leven Company should have shown a disposition to avail themselves of it.

With these observations, I must conclude by expressing a hope that the Board of Trade cannot now consider that the Leven Company have declined to acquiesce in their late decision upon light grounds, and that the Board will not continue to countenance the Edinburgh, Perth, and Dundee Company in the violent and oppressive measures they have adopted against the Leven Company, which I believe are without parallel even in the history of railways. But, whatever may be the result of this appeal, the Leven Company will not cease to exert every means in their power to obtain redress.

I have, &c.

Captain Galton, R.E., Board of Trade. And. Wilkie, *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, August* 17, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant, respecting the correspondence which has taken place on the proposed working agreement between the Leven Railway Company and the Edinburgh, Perth, and Dundee Railway Company. My Lords direct me to state that they will be ready to exercise the powers conferred upon them by the Act of Parliament whenever an agreement satisfactory to both parties, and not at variance with the interests of the public, shall be submitted to them.

I am, &c.

The Secretary of the Leven Railway Company. Douglas Galton.
Captain, Royal Engineers.

GREAT WESTERN RAILWAY.

My Lords, *Leigh House, Bradford, Wilts, November* 11, 1855.

I enclose, for your Lordships' consideration, a resolution which was passed yesterday at a meeting over which I had the honour to preside.

I have, &c.

The Lords of the Committee of Privy Council for Trade. J. H. Bradney.

(Enclosure.)

At a Meeting of the Committee appointed by the Inhabitants of the Town and Neighbourhood of Bradford, in the County of Wilts, to obtain the authorized railway communication from Bradford to Bathampton, by the Wilts, Somerset, and Weymouth, and Great Western Railway Companies, held at Bradford the 10th day of November, 1855.

The Reverend John Hopkins Bradney, Clerk, in the Chair.

It was unanimously resolved, upon the motion of Mr. Bubb, and seconded by Mr. Harris,—

That as this Committee obtained a mandamus against the Great Western Company in the year 1852, to compel them to complete the said line, and it was at the Somerset Spring Assizes following, clearly proved to

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the satisfaction of the Court and a special jury, that the line could be completed in twelve months, the chairman be desired to apply to the Right Honourable the Lords of Her Majesty's Privy Council for Trade and Plantations, requesting that no extension of time be given to the said Railway Company for completing the line, without hearing the Committee in opposition to any application to their Lordships for that purpose.

Signed on behalf of the meeting,
J. H. Bradney, *Chairman.*

Sir, *Railway Department, Board of Trade, Whitehall, November* 14, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 11th instant, transmitting copy of a resolution passed at a meeting of the Committee appointed by the inhabitants of the town and neighbourhood of Bradford, requesting you, as chairman, to apply to their Lordships not to grant an extension of time to the Great Western Railway Company, for the completion of the line from Bradford to Bathampton, without hearing the Committee in opposition to such extension.

My Lords instruct me to inform you in reply that no application has been made by the Company for the time to be extended for completing the railway in question, but should an application be made my Lords will communicate with the Committee on the subject.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Rev. J. H. Bradney, Bradford.

Sir, *Great Western Railway, London Terminus, Paddington, December* 14, 1855.

I am desired by the Directors of this Company to request the favour of your bringing the subject of the accompanying memorial under the consideration of the Lords of the Committee of Privy Council for Trade.

I have instructions to say that Mr. Brunel, the engineer of the Company, will wait upon you to furnish any additional information which may be required, and that a deputation from this Board will attend at any time, if the President of the Board of Trade should think it right to require from them further particulars on any point connected with this application.

I remain, &c.
Chas. A. Saunders, *Secretary.*

Captain Galton, R.E., Board of Trade, Whitehall.

(Enclosure.)

To the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations.

The Memorial of the Great Western Railway Company,—

Showeth,

That by the Great Western Railway Act, 1851, the undertaking of the Wilts, Somerset, and Weymouth Railway Company was transferred to and vested in your memorialists.

That at the time of such transfer by far the greater portion of such undertaking was unfinished.

That the Great Western Railway (Berks and Hants, and Wilts, Somerset and Weymouth Railway) Act, 1854, received the Royal assent on the thirty-first day of July, One thousand eight hundred and fifty-four.

That by the ninth section thereof the period for the compulsory purchase of such land as had not then been already purchased or acquired for the purposes of the said undertaking, was extended for the period of one year from the passing of such Act, and that the period for the completion of that portion of the said railway which lay between Kingston House, in the parish of Bradford, in the county of Wilts, and the line of the Great Western Railway, near the village and parish of Bathampton, in the county of Somerset, was extended for the period of eighteen months from the passing of such Act, and for such further period as might, for good cause shown thereafter, be granted by the Lords of Her Majesty's Privy Council for Trade and Foreign Plantations, not exceeding six months from the expiration of the said eighteen months, and which extension of time they were thereby empowered to grant if they should see fit.

That by the thirteenth section of the same Act, it is provided that if the portions of the Wilts, Somerset, and Weymouth Railway, the powers for the completion of which were by that Act extended, should not be completed and opened for public traffic within the periods by such Act prescribed for the completion thereof, then and from thenceforth it should not be lawful for the Company to declare or pay any dividend on the ordinary or unguaranteed capital of the Company, until such works should have been completed and opened for public traffic.

That at the period of the passing of the said Act a very considerable quantity of land required for the construction of the railway between Kingston House and Bradford had not been acquired.

That your memorialists experienced some difficulty in acquiring the same, and much delay ensued in consequence of the exorbitant prices claimed by the landowners, and that your memorialists were obliged to resort to arbitrations in respect to some of such land, and to the proceedings authorized by the eighty-fifth section of the Lands Clauses Act in respect to other portions thereof, and as to some of such property they were impeded in taking possession by proceedings in Chancery.

That these difficulties, however, have been surmounted, and that your memorialists are in possession of the entirety of the land requisite for the completion of the said railway between Kingston House and Bathampton, with the exception of one property, the possession of which will be shortly obtained.

That in the month of April One thousand eight hundred and fifty-five, your memorialists contracted with Messrs. Tredwell, railway contractors, for the entire completion, of the said railway from Kingston House to Bathampton, except the permanent way.

That the contractors have proceeded with their contract, and have more than half finished the same.

That a portion of the works are works of considerable difficulty; namely, the carrying of the railway under the Kennet and Avon Canal, at a point where the canal is carried on a high embankment, at which point the railway works will be close to the wing wall of a high stone aqueduct, well known as the Dundas Aqueduct, a work executed by the late Mr. Rennie, and celebrated in its time as one of great difficulty.

That on opening the embankment it was found that much greater precaution was necessary than had been anticipated, in order to avoid damage to the aqueduct; and although the canal belongs to the Railway Company, yet, in consequence of memorials from the traders, considerable expense has been incurred in order to carry on the work without stopping the canal.

That these works are now in progress, and the difficulties with which the same are attended are apparent.

That such works could not be carried on quicker than they now are without endangering the canal, and yet cannot in all probability be completed before March or April next.

That when these and the other works on this branch railway are so completed, it will require some time to lay the permanent way, so that it will be impossible to complete the same by the thirty-first day of January

into contracts or given the Parliamentary notices, they could at any time have taken possession by depositing One thousand eight hundred and fifty-six, the period fixed for the completion thereof by the Great Western Railway Act, 1854.

Your memorialists therefore pray that your Lordships will exercise the power given to them by the ninth section of the Great Western Railway (Berks and Hants, and Wilts, Somerset, and Weymouth Railway) Act, 1854, and extend the period for the completion of the line between Kingston House and Bathampton to the thirty-first day of July One thousand eight hundred and fifty-six.

Paddington, December 1855.

L. S.

SIR, *Railway Department, Board of Trade, Whitehall, December* 17, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 14th instant, transmitting a memorial, requesting them to grant an extension of time for the completion of the Wilts, Somerset, and Weymouth Railway between Kingston House and Bathampton, and I am to inform you that the subject shall receive the early consideration of their Lordships.

I am, &c.

The Secretary of the Great Western Railway Company.

DOUGLAS GALTON, *Captain, Royal Engineers.*

SIR, *Railway Department, Board of Trade, Whitehall, December* 17, 1855.

WITH reference to your letter of the 11th ultimo, enclosing copy of a resolution of a committee of inhabitants of Bradford against an extension of time being granted to the Great Western Railway Company for completing the line from Bradford to Bathampton, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a memorial which they have received from the Company on the subject, and I am to request that you will forward to this Department, within a fortnight from this date, any observations that the Committee whom you represent may have to offer to their Lordships on the matter in question.

I am, &c.

The Rev. J. H. Bradney, Leigh House, Bradford.

DOUGLAS GALTON, *Captain, Royal Engineers.*

MY LORDS, *Leigh House, Bradford, Wilts, December* 27, 1855.

I HAVE the honour of informing your Lordships, that by this day's post will be forwarded to the Board of Trade a memorial from the Bradford Railway Committee, praying your Lordships not to grant to the Great Western Railway Company an extension of time for completing the line between Bradford and Bathampton beyond four months from the time prescribed by their Act of Parliament.

I am, &c.

The Lords of the Committee of Privy Council for Trade.

J. H. BRADNEY.

SIR, *Railway Department, Board of Trade, Whitehall, January* 17, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a memorial their Lordships have received from the Rev. J. H. Bradney, and other inhabitants of the town and neighbourhood of Bradford, relative to the extension of time applied for by the Great Western Railway Company for the completion of the Wilts, Somerset, and Weymouth Railway, between Bradford and Bathampton. And I am to request that you will forward any observations which the Directors of the Great Western Railway Company may have to offer thereon at your early convenience.

I am, &c.

The Secretary of the Great Western Railway Company.

DOUGLAS GALTON, *Captain, Royal Engineers.*

(Enclosure.)

To the RIGHT HONOURABLE the LORDS of the COMMITTEE of HER MAJESTY'S PRIVY COUNCIL for TRADE and FOREIGN PLANTATIONS.

The Memorial of a Committee appointed by the inhabitants of the town and neighbourhood of Bradford, in the county of Wilts, to obtain the authorized railway communication by the Wilts, Somerset, and Weymouth, and Great Western Railway Companies to the town and neighbourhood,—

SHOWETH,

THAT in the session of Parliament of One thousand eight hundred and fifty-four, when the Bill of the Great Western Railway Company, referred to in the memorial of that Company now before your Lordships, was in the House of Lords, your memorialists presented a petition to their Lordships, detailing the manner in which the Great Western and Wilts, Somerset and Weymouth Railway Companies had acted towards the neighbourhood of Bradford and your memorialists, a copy of which is annexed to this memorial, every part of which petition your memorialists believe to be true. That the Great Western Company had at the time of their applying for their Bill of One thousand eight hundred and fifty-four, either entered into valid contracts in writing with, or given such Parliamentary notices to, every landowner on the line, as constituted valid contracts, for the sale and purchase of the lands required for the completion of the line from Bradford to Bathampton, and were, in consequence, enabled, upon deposit of the value of such lands, to take possession thereof under the Lands Clauses Consolidation Acts; and, as evidence of that fact, they would have been entitled to a verdict in their favour at the trial at the assizes in Somersetshire, referred to in the petition of your memorialists to the House of Lords hereunto annexed, if they could have shown that there was any part of the lands required for which they had not entered into written or Parliamentary contracts.

Your Lordships will perceive, that the Company do not say in their memorial that they had not the power to take such lands, but that a considerable quantity of such land had not been acquired; but they had the power to take it, and if they neglected or omitted to exercise their legal rights, they alone are to blame; and as to the landowners claiming exorbitant prices, that need not have occasioned delay, for, having entered

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a fair and reasonable price in the manner pointed out by the Lands Clauses Consolidation Acts; and it must be borne in mind that they have already had *seven years* to surmount the delay, for all their Parliamentary notices and contracts were entered into and given six or seven years ago.

As to the difficulties of carrying their railway under the canal on a high embankment, that they knew of in One thousand eight hundred and forty-six, when they deposited their plans and obtained the Act for this branch of their line, and they must also have known that there would be difficulty in such an operation.

Your memorialists also show to your Lordships that *for four or five months* after the passing of their Act (the thirty-first day of July One thousand eight hundred and fifty-four), the Company did not commence any operations upon the line in question, and they admit in their memorial, now before your Lordships, that it was not until the month of April last (a period of eight months from the passing of their Act) that they had completed their contract with Messrs. Tredwell for the works.

And your memorialists, from their own personal observation, and from information obtained from competent observers, feel justified in stating to your Lordships that since as well as previous to the month of April last the works have not been carried on with that energy and vigour which they might have been, and which the Company would have displayed had they felt a desire to complete the line by the time given in the Act of Parliament.

And your memorialists submit to your Lordships that, as the only power which your Lordships, or your memorialists, or the public *can have* against the Company, in the event of their not completing their line at the expiration of the time given by the Act of Parliament (the thirty-first day of January next), or the extended time required to be granted by the Company (the thirty-first day of July next), will be the suspending the payment of any future dividends, the effect of your Lordships granting the full period of six months (to the thirty-first day of July next) will enable the Company *to take twelve months*, for by declaring or paying their July dividend before the thirty-first day of that month, they will be enabled to take a further period of six months, as, until the thirty-first day of January One thousand eight hundred and fifty-seven no punishment or penalty can attach to them.

Your memorialists therefore pray, that your Lordships will not grant to the Great Western Company a longer period than four months from the thirty-first day of January next, to expire on the thirty-first day of May, and that will virtually give them six months, for if they complete the line before the July dividend becomes due, no punishment or penalty can attach to them; but if they do not complete it by the thirty-first day of July next (the full period of six months which your Lordships are empowered to give them), their July dividend must be suspended, which evidently was the intention of the Legislature, and not that they should have a further extended period of six months beyond the six months which your Lordships are empowered to give them.

J. H. Bradney, *Chairman.*
G. Edmonds, Jun. John Bubb.
Alex. Wilkins. Robert Harris.
Henry Fisher. Arthur Adye.

(Enclosed in the foregoing Memorial.)

To the Right Honourable the Lords Spiritual and Temporal of the United Kingdom of Great Britain and Ireland, in Parliament assembled.

The humble petition of a Committee appointed by the inhabitants of the town and neighbourhood of Bradford, in the County of Wilts, to obtain the authorized railway communication by the Wilts, Somerset, and Weymouth, and Great Western Railway Companies to the town and neighbourhood,—

Sheweth,

That in the year 1845, when the original Wilts, Somerset, and Weymouth Railway Bill was before Parliament, opposition was made to it by the Bristol and Gloucester Railway Company and the inhabitants of Bradford, Warminster, and several other places, upon the ground that the line did not afford a sufficient communication towards Bath and Bristol, and deputations having waited upon the Honourable the Board of Trade, *that Board reported that there was not a sufficient communication, and required the Company to make it.* Whereupon the following, (the 62d section of the 8th and 9th Vict. c. 53.) was introduced into their Act of that year; viz.—"And whereas it is expedient that an improved communication should hereafter be formed by the "Company from the railway towards Bath and Bristol: Be it therefore enacted, that the Company *shall, and they are hereby* "*required* to take all necessary steps for an application to Parliament in the next session to construct an improved communication "from the railway towards Bath and Bristol, in such line as shall be approved of by the Lords of the Committee of Her Majesty's "Privy Council for Trade and Plantations, signified under the hand of the Secretary to the said Committee, and to apply for, and "*bond fide* use, their best endeavours to obtain an Act of Parliament to form such communication; and on such Act being "obtained, *the Company shall and are hereby required to make such communication accordingly*: provided always, that if it shall "be satisfactorily proved to the Lords of the said Committee, and be certified by writing, under the hand of the Secretary of the "said Committee, that any circumstances have arisen that may reasonably require a suspension of such application to Parliament, "nothing herein contained shall render it necessary for the Company to take the steps herein-before mentioned, or to make such "application to Parliament."

In the next session the Company reported to the Honourable the Lords of the Committee of Privy Council, that *the best mode of communication was from Bradford to Bathampton*, and that fact was certified by the Secretary of the Privy Council, in compliance with the section referred to. In 1846, the Act (Bradford to Bathampton) was applied for and obtained, and *before the compulsory powers to take lands had expired*, Parliamentary notices were served upon all the landowners on the line that their lands would be required for the purposes of the railway, and inviting them to treat with the Company for the sale thereof (except George Vivian, Esquire) but no notice was given to him that his lands would be required, or to treat for the sale thereof, because the Company had *previously entered into a valid contract with him, in writing, under seal*, for the purchase of his lands. That the Company soon after the passing of the Act began their works in several places on the line, and then having obtained from the Railway Commissioners, under the 11th Vict. c. 3., an extension of their time for making the line until August 1853, *they abandoned the line altogether, and have left it untouched down to the present time, upwards of six years*, regardless of their pledges to the Honourable the Board of Trade, herein-after referred to, and the 62d compulsory section of their Act, herein-before set forth. That the compulsory powers to take lands (extended by the Railway Commissioners) expired on the 3d of August 1851, and the powers to complete the line expired on the 3d of August last (1853). That the inhabitants of Bradford and the neighbourhood, finding that the works on the line had been abandoned for so many years, obtained, in Her Majesty's Court of Queen's Bench, in Trinity Term, 1852, a rule nisi for a mandamus against the Great Western Company (who had purchased the line) to compel them to make it, which rule was made absolute in the Michaelmas Term following. That the Great Western Company made a return to the mandamus of two pleas; one, that they *then had not time* to make the line, and the other that *they had not then* the power to take all the lands required. Upon the former plea issue was taken, and the latter was demurred to; the issue came on for trial at Taunton at the last Spring Assizes for Somersetshire, when Mr. Birkenshaw, Mr. Barlow, and Mr. Stevenson, three of the most competent engineers in England (*Mr. Brunel, the Company's engineer, who was not present at the trial*, excepted), together with five contractors of like eminence (*Mr. Tredwell, who had contracted for the line and was also not present at the trial, also* excepted) proved so much to the satisfaction of the special jury who tried the cause that the line could be well completed *in much less time than twelve months*, that the jury stopped the Counsel for the Crown in his reply, telling the judge that they had all made up their minds to give a verdict for the Crown, so that the Company were shorn of one of their best weapons, the Bill of Exceptions. In the next term, the demurrer was argued, and the judges of the Queen's Bench decided in favour of the Crown, without hearing its Counsel. The Company then brought a Writ of Error, which was argued before nine of the judges of the Court of Common Pleas and Exchequer (the other judge not being present), who, without calling upon the Counsel for the Crown to say anything, *unanimously* affirmed the judgment of the Queen's Bench. The Great Western Company then gave notice of appeal from this judgment to the Lords, and just as the prosecutors are entering your Right Honourable House, Parliament is asked to give the Company, for making this branch of about 6 miles (which can with ease be completed in much less time than 12 months), *a further period of 8 years*. That the town of Bradford is wholly deprived of railway accommodation, notwithstanding it is only distant a mile and three-quarters from the line of the Wilts, Somerset, and Weymouth Railway, at Staverton, from which place there is a line to Bradford, *completed 5 years ago*, with the exception of laying down a portion of the rails, and the stations have been built at Bradford for a like period, yet the Company now ask Parliament, *although they have not touched the branch for the last 5 years, to give them 2 years* for making it, although it can be completed in 2 months. Looking, therefore, at the 62d section of the original Act of the Wilts, Somerset, and Weymouth Company of 1845, by which they were compelled promptly to make the line from Bradford to Bathampton, and the neglect of the Company for more than 7 years to perform that compulsory clause, and the continuous resistance which it has been made from time to time to the proceedings taken to compel them to perform their engagements and their violation of the pledges given to the Board of Trade, upon the faith of which they obtained a report in favour of their original Bill of 1845, and the withdrawal of all opposition from your petitioners and the other opponents of their Bill, and which pledges were communicated to your petitioners and other opponents, through the Right Honourable Sidney Herbert, M.P., by a letter to him from the Railway Department of the Board of Trade, of which the following is a copy. We consider that the inhabitants of Bradford and the neighbourhood, and the public at large, have been treated by the Great Western, and Wilts, Somerset, and Weymouth Companies, in a manner that we will not trust ourselves to give a character to.

The following is a copy of the letter last referred to:—

"SIR, "*Railway Department, Board of Trade, January 27th*, 1845.

"I AM directed by Lord Dalhousie to acknowledge the receipt of the memorial from Wiltshire, transmitted by you to this Department, and to state, for the information of the memorialists, that *prior to the decision of the Board of the Wilts and Somerset project*, a letter was received from the Great Western, and Wilts and Somerset Company, *pledging themselves to apply for powers to make an improved communication from the Wilts and Somerset line, towards Bath and Bristol.* The letter being an official document, it would be contrary to rule to furnish the memorialists with a copy, but the substance of it consists in an assurance on the part of the Companies: 1st, that they will apply next session, unless the state of the money market or other circumstances should have so altered as to render an immediate fulfilment of their engagement unreasonable, *of which the Board of Trade is to be the judge*; 2d, that they are to apply for such line as shall then appear on the whole the best, subject to the decision of the Board of Trade, in case of difference.

"I have, &c.

"*The Honourable Sidney Herbert.* "S. LAING."

Your petitioners, therefore, most humbly pray that your Right Honourable House will not grant to the Great Western Railway Company any longer time for completing the small branch of their line of one mile and three-quarters, from Staverton to Bradford, than is proved to your Right Honourable House to be absolutely necessary for the performance of the works.

And that your Right Honourable House will deal in like manner with the unfinished part of the line, of "Bradford to Bathampton," by not granting to the Company a longer period for its completion than was proved at the last Spring Assizes in Somersetshire, to be more than ample for completing the line, (viz.) twelve months, and particularly, when your petitioners are ready to prove to your Right Honourable House, that by the two small branches, ("Staverton to Bradford," and "Bradford to Bathampton,") the distance between Trowbridge and Bath would be about *ten miles, with only a few yards of tunnel, instead of the present route, nearly 24 miles, and passing through the Box tunnel.* And that your Right Honourable House will be pleased to order a clause to be inserted in the Act of the said Company, declaring that any extension of time granted in respect to the last mentioned line, of "Bradford to Bathampton," shall not interfere with, or prejudice the proceedings at law which have been taken, and are now pending, against the said Company in respect to such line, and your Lordships' petitioners will ever pray.

J. H. BRADNEY, *Chairman, Justice of Peace for the Counties of Wilts and Somerset.*
E. EDMONDS, Jun., *Justice of the Peace for Wilts.*
ARTHUR ADYE — JOHN BUBB.
THOS. WHEELER. — HENRY FISHER.
ROBERT HARRIS. — ALEX. WILKINS.

SIR, *Great Western Railway, London Terminus, Paddington, January* 30, 1856.

I AM desired by the Directors of this Company to request the favour of your submitting to the Lords of the Committee of the Privy Council for Trade the observations which are contained in the accompanying document, and to express the hope that their Lordships may think it right to concede to this Company the full term of six months from to-morrow allowed to be given by the Board of Trade under the Act of 1854.

I have, &c.

Captain Galton, R.E., &c. &c. CHARLES A. SAUNDERS, *Secretary.*

(Enclosure.)

GREAT WESTERN RAILWAY.

To the RIGHT HONOURABLE the LORDS of the COMMITTEE of HER MAJESTY'S PRIVY COUNCIL for TRADE and FOREIGN PLANTATIONS.

THE Directors of the Great Western Railway Company beg permission to submit the following observations, in reply to the memorial of a Committee appointed by the inhabitants of the town and neigbourhood of Bradford, in the county of Wilts, respecting the railway communication between that town and Bathampton.

The Directors are of opinion that in order satisfactorily to answer the memorial, it will be necessary to advert briefly to the early history of the undertaking of the Wilts, Somerset, and Weymouth Railway.

The Wilts, Somerset, and Weymouth Railway Act, 1845, authorized the construction of several railways, viz., *inter alia*, a railway from the Great Western Railway line near Chippenham, *viâ* Westbury to Salisbury.

A railway diverging from such last-mentioned railway at Westbury, *viâ* Frome, to Weymouth; a branch railway from Staverton, on such first-mentioned railway, to Devizes; and another branch railway from Staverton to Bradford.

That the said Act by the 61st clause required the Company thereby incorporated to apply to Parliament for powers to construct an improved communication towards Bath and Bristol.

That the period limited by such Act for the completion of works was on the 30th June 1852.

That the Wilts, Somerset, and Weymouth Railway Company, in conformity with the 61st section of such Act, obtained powers in the following session to extend the Staverton and Bradford branch from Bradford to Bathampton, on the Great Western line (which is the line popularly known as the Bathampton branch).

That the Act conferring these powers limited the period for the completion of works to the 3d of August 1853.

That the period for completion of works under both Acts, was extended by warrant of the Railway Commissioners for two years, namely,—

The works under the Act of 1845 to 30th June 1854, and the works under the Act of 1846 to 3d August 1855.

That the Wilts, Somerset, and Weymouth Company proceeded with the construction of the several railways, and opened the line from the Great Western line near Chippenham to Westbury, but never completed any other part of the railway.

That by the Great Western Railway Act, 1851, the Wilts, Somerset, and Weymouth Railway Company was dissolved, and their undertaking, finished and unfinished, was transferred to the Great Western Railway Company.

That after the passing of the Act of 1851, proceedings were taken, by way of mandamus, to compel the Great Western Company to complete the several lines of railway left unfinished by the Wilts Company, and that such proceedings were successfully resisted, except as respects the Bathampton branch.

That on the 10th of November 1853 the Exchequer Chamber decided, in reference to the Bathampton branch, that in consequence of the peculiar language of the 61st section of the Act of 1845, the Great Western Company could be compelled to complete that branch.

That at the date of such decision the period limited by the Act of 1846 for completion had expired by three months.

That an appeal lay from the decision of the Court of Exchequer Chamber to the House of Lords, and the Directors were advised that, under the circumstances, the House of Lords might be induced to reverse the decision of the Exchequer Chamber.

The Directors, however, immediately after the decision of the Exchequer Chamber, took into consideration the whole case of the Wilts, Somerset, and Weymouth Railway, and finding that there was just time to give notices for a Bill in the ensuing session of Parliament, determined to submit to the decision of the Court of Exchequer Chamber, and to give notices to Parliament for a Bill to obtain new powers to complete—

The Bathampton branch,
The line from Frome to Weymouth,
The line to Salisbury, and the Devizes branch.

That such Bill was accordingly introduced into Parliament, and limited the period for the completion o works on all the lines to two years from the passing of the Act.

That such Bill passed through the House of Commons with the limit of two years as the period for construction, but that a petition was presented in the Lords against it by the memorialist, who succeeded in

ppendix No. 3.

References under Special Acts.

Great Western Railway Extension of Time o complete the ine from Bradford o Bathampton).

reducing the period of completion of the Bathampton branch to eighteen months, and such further period, not exceeding six months, as Her Majesty's Privy Council for Trade and Foreign Plantations should grant.

That the Bill received the Royal Assent on the 31st of July 1854.

That immediately after that date the Directors took steps to ascertain what lands had not been agreed for on the Bathampton branch, and what was their position in respect of such land, and they were advised that, although the Wilts Company had given the landowners notices in respect of such land, yet that, no steps having been taken in many cases to fix the price of the land before the 3d of August 1853 (when the powers to complete the Bathampton branch expired), such notices were in all such cases effete, and could not be proceeded upon.

The Directors, therefore, caused fresh notices to be prepared, under the powers of the Act, 1854, requiring the landowner to send in his claim within twenty-one days.

That such notices were duly served on the 12th, 13th, and 15th September 1854, within six weeks after the passing of the Act of 1854.

The Directors also found that, pending the passing of the Act of 1846 through Parliament an agreement had been made by the Wilts Company with Mr. Vivian, a landowner on the Bathampton branch, under which the price to be paid him for his land was to be settled by arbitration, but that no steps whatever had been taken to ascertain the price so to be paid.

That the Bathampton branch ran for upwards of two miles through Mr. Vivian's estate, and that nearly forty acres of such estate was required for the construction of the line.

That the Directors prosecuted the arbitration with Mr. Vivian as rapidly as forms and circumstances would admit of, and ultimately obtained an award, and afterwards caused his title to be investigated, and the conveyance to the Company to be prepared, and settled the purchase with him, and paid him 19,850*l.*, on or about the 8th February 1855.

That the Directors were unable to conclude terms of purchase for about fifteen acres of land belonging to divers individuals on this branch, and therefore shortly after the settlement of the purchase with Mr. Vivian, they applied to the justices under the 85th section of the Lands Clauses Act to appoint a surveyor to value such land, and such surveyor, having made his valuations, the Directors caused the amount thereof to be paid into the Court of Chancery, and entered on the several lands.

That proceedings under the 85th section of the Lands Clauses Act are attended with considerable expense, and that such proceedings were therefore delayed until Mr. Vivian's land had been obtained, so as to limit the number of cases to as few as possible.

That the several arrangements before detailed necessarily occasioned considerable delay, and, the Directors think, will satisfactorily account for the statement in the memorial that for four or five months after the passing of the Act of 1854, the Company did not commence any operations upon the land.

That having obtained possession of the land, the contractor proceeded vigorously, and on the 11th of August, 1855, Mr. Brunel reported in writing to the Directors that the Bathampton line was more than half finished.

The Directors admit that since that period all the works have not proceeded with equal energy and vigour, inasmuch as shortly afterwards the difficulties of obtaining money began to be experienced, and operated materially to retard their operations.

That, in consequence, the Directors have partially suspended works on many places on the lines to Salisbury and Weymouth, and Devizes, but have never stopped them on the Bathampton branch, and particularly that the works under the canal upon this railway have neither been delayed nor suspended.

The Directors feel confident that on an impartial consideration of this case, the Right Honourable the Lords of the Committee will be of opinion that they have done all that lay in their power to expedite the completion of the Bathampton branch, and have ensured its completion at no very distant day, and that it would be unreasonable to jeopardize the dividends of the holders of upwards 8,000,000*l.* of stock in their railway at the request of the town of Bradford, who already have good communication, both by road and canal, to Bath, from which it is distant about eight miles, and who can now join the railway at Trowbridge, at a distance of about three miles from Bradford.

The Directors therefore trust that the Right Honourable the Lords of Her Majesty's Privy Council will grant the extension prayed for by them, seeing that if they now grant it for a lesser period, it is extremely doubtful whether under the 9th section of the Act of 1854, they could afterwards grant a further extension, however necessary it may appear to them to do so.

By order of the Directors of the Great Western Railway Company,

CHARLES A. SAUNDERS, *Secretary.*

SIR, *Railway Department, Board of Trade, Whitehall, January 17, 1856.*

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with their instructions conveyed to me in your letter of the 4th instant, directing me to report on the probable time that will be required for the completion of the works of the Wilts, Somerset, and Weymouth Railway of the Great Western Railway Company, between Bradford and Bathampton, having reference to an application from that Company for an extension of time for the completion of those works, that I have made a general inspection of the Wilts, Somerset, and Weymouth Railway, and I find that there remains about 110,000 cubic yards of embankment to be filled in, and about 80,000 cubic yards of cutting to take away, and the greater part of the line to be ballasted; as the time that these works will take depends mainly upon the exertions the contractor may make, three or four months would be ample time to allow for their completion; but the work which rules the opening of the line is a tunnel which has to be driven under the Dundas Aqueduct of the Kennet and Avon Canal; this tunnel, though not more than 120 or 130 feet in length, is one that presents great difficulties in its execution; the traffic of the canal has to be kept open, the material through which the tunnel has to be driven is of an exceedingly treacherous character, which renders it necessary to build the side walls in lengths not exceeding 10 feet at a time, and each length has to be built in a pit, the sides of which have to be shored up closely all round, the foundations of the side walls have to be carried up in concrete from a depth of from 10 to 14 feet, the western foundations (the direction of the aqueduct is north and south) are in, but on the east side, where they are much deeper, they are only partially completed; and as this work has to be done in a low heading, the execution is both tedious and difficult. The first lengths on the north and south sides of the aqueduct are only in progress, and but little advanced. I am not called upon to give an opinion whether the work has hitherto proceeded as rapidly as it ought to have done, but looking to its future progress, the difficulties with which it is beset, the unfavourable time of the year to execute works of this nature, the casualties to which it is subjected, and, moreover, that on its completion a considerable quantity of ballast has to be carried through it, I am of opinion, taking all these things into consideration, that an extension of six months is not too much to allow for the completion of the railway.

I have, &c.

GEO. WYNNE,
Lieut.-Col., Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

SIR, *Railway Department, Board of Trade, Whitehall, February 2, 1856.*

IN reporting on the probable time in which the Bradford and Bathampton railway might be completed, I took into consideration the great difficulties of the principal work remaining to be executed, viz., the tunnel under the Avon Canal; from the nature of this work it admits of only a limited number of men being employed on it at the same time. The time of its execution will depend upon whether the circumstances of the weather are favourable or not; if favourable, the work may be completed in a shorter time than I have named, perhaps in less than five months; but since I made my report the weather has been unusually wet, and at this moment there is a severe frost; during these states of the weather, little or no progress can have been made in the works, and as weather unfavourable to the progress of engineering works may be looked for during the next two months, I do not think I have allowed too large a margin for the time in which the works of the railway may be finished in a proper and workmanlike manner.

I am, &c.

Captain Galton, R.E., &c., &c. GEO. WYNNE,
Lieut.-Col., Royal Engineers.

SIR, *Railway Department, Board of Trade, Whitehall, February 6, 1856.*

WITH reference to the previous correspondence which has taken place on the subject, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you their certificate, extending the time for completing the Wilts, Somerset, and Weymouth Railway, between Bradford and Bathampton, for the full period of six months allowed by the Act.

I am, &c.

The Secretary of the Great Western Railway Company. DOUGLAS GALTON,
Captain, Royal Engineers.

(Enclosure.)

WHEREAS by "The Great Western Railway (Berks and Hants, and Wilts, Somerset, and Weymouth) "Act, 1854," after reciting (amongst other things) that on or about the 30th day of November 1853, plans and sections showing the line and levels of so much of the railway authorized by "The Wilts, Somerset, and "Weymouth Railway (Amendment) Act, 1846, and "The Wilts, Somerset, and Weymouth Railway (Devia-"tion) Act, 1847," as lies between a point at or near Kingston House, in the parish of Bradford, in the county of Wilts, and the line of the Great Western Railway near the village in the parish of Bathampton, in the county of Somerset, and the lands through which such portion of railway was intended to be made, together with books of reference to such plans, were deposited as therein mentioned: It was (amongst other things) enacted that the powers granted by the therein recited Acts, relating to the Wilts, Somerset, and Weymouth Railway should, as regards the said portion of railway, be and the same were thereby revived: And that the Great Western Railway Company might, as regards such of the lands described in the said plans and books of reference as had not been already purchased by them or on their behalf, lawfully exercised for the period of one year from the passing of the said Act now in recital, all the powers granted by the therein recited Acts relating to the Wilts, Somerset, and Weymouth Railway, for the compulsory purchase of lands for the purposes of the said portion of railway and the works connected therewith, and that the said Company might also, as regards the said railway between a point at or near Kingston House and Bathampton, and the stations, works, and conveniences connected therewith, and upon the lands already purchased or thereafter to be purchased by them or on their behalf, lawfully exercise all the powers granted by the said Acts for the completion of that portion of railway for the period of eighteen months from the passing of the said Act now in recital, and for such further period as might, for good cause shown thereafter, be granted by the Lords of Her Majesty's Privy Council for Trade and Foreign Plantations, not exceeding six months from the expiration of the said eighteen months, and which extension of time they were thereby empowered to grant, if they should see fit; and all such powers might be exercised as fully and effectually as if the respective periods limited by such Acts for the exercise of such powers had extended to the respective periods named in or authorized by the said Act now in recital: And whereas the said Great Western Railway Company have applied to the Lords of the said Committee to extend the time so limited as aforesaid, for the completion of the said portion of railway: And whereas good cause has been shown to the Lords of the said Committee for granting such extension of time: Now, therefore, the Lords of the said Committee, pursuant to and in exercise of the power and authority for this purpose, by "The Great Western Railway (Berks and Hants, and Wilts, Somerset, and "Weymouth) Act, 1854," to the Lords of the said Committee so given or reserved as aforesaid, do hereby grant the further period of six calendar months from the expiration of the said period of eighteen months from the passing of the said Act for the exercise by the said Great Western Railway Company of all the powers granted by the Acts relating to the Wilts, Somerset, and Weymouth Railway, for the completion of the said portion of railway, between a point at or near Kingston House in the parish of Bradford, in the county of Wilts, and the line of the Great Western Railway near the village in the parish of Bathampton, in the county of Somerset, and the stations, works, and conveniencies connected therewith.

Signed, by order of the Lords of the said Committee, the Sixth day of February, One thousand eight hundred and fifty-six.

JAMES BOOTH,
One of the Joint Secretaries of the said Committee.

SIR, *Railway Department, Board of Trade, Whitehall, February 7, 1856.*

WITH reference to the memorial from the Committee appointed by the inhabitants of the town and neighbourhood of Bradford, in opposition to the application of the Great Western Railway Company for an extension of time being granted for the completion of the portion of the Wilts, Somerset, and Weymouth Railway, lying between Bradford and Bathampton, I am directed by the Lords of the Committee of Privy Council for Trade to inform you, that after a careful consideration of all the circumstances of the case, they have granted an extension of time for the full period, six months, to enable the Company to complete the construction of the line in question.

I am, &c.

The Rev. T. H. Bradney. DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, *Great Western Railway, London Terminus, Paddington, February 14, 1856.*

I AM to acknowledge the receipt of your letter of the 6th instant, enclosing the certificate of the Lords Commissioners of Privy Council for Trade extending the time for completing the Wilts, Somerset, and Weymouth Railway, between Bradford and Bathampton, for six months, for which I am to express the best thanks of the Directors of this company.

I am, &c.

Captain D. Galton, R.E., Board of Trade, Whitehall. CHAS. A. SAUNDERS, *Secretary.*

Appendix No. 3.

References under Special Acts.

London and South Western and Great Western Railway Companies (Mixed Gauge).

LONDON AND SOUTH WESTERN RAILWAY.

SIR, *Waterloo Bridge Station, August* 6, 1855.

THIS Company having called upon the Great Western Railway Company to lay down the additional line of rails, to accommodate the narrow gauge, on the portion of their Wilts, Somerset, and Weymouth line between Dorchester and Weymouth, for which the sanction of the Committee of the Lords of Her Majesty's most Honourable Council for Trade and Plantations is required, I have the honour to enclose the united application of the two Companies to their Lordships for such sanction.

I am to add, that the formal notice on the part of the Great Western Company, calling on this Company to lay down an additional line of rails on the required portion of the Southampton and Dorchester line, to accommodate the broad gauge, having been given by the former Company, the applicants ask their Lordships' sanction also to that measure.

I am, &c.

The Secretary of the Railway Department, Board of Trade. L. CROMBIE, *Secretary.*

(Enclosure.)

MY LORDS, *London, July* 26, 1855.

WE beg to call your attention to the provisions of the "Great Western Railway (Berks and Hants, and Wilts, Somerset, and Weymouth) Act, 1854," a copy of which we enclose.

By the 20th section of the Act provision is made for the laying down by the London and South Western Railway Company of the broad gauge on a specified portion of their Southampton and Dorchester line, and for the laying down by the Great Western Railway Company of the narrow gauge upon the portion of their Wilts, Somerset, and Weymouth line between Dorchester and Weymouth.

The laying down of the broad gauge on the Southampton and Dorchester line is, as will be seen by the recited section of the Act, made a condition precedent to the Great Western Railway Company laying down the narrow gauge between Dorchester and Weymouth; but this condition has been so far waived as to admit of the work on both lines being proceeded with at the same time, so soon as the approval of the laying down of the additional rails by the Board of Trade shall have been signified under the 26th section of the Act.

Both Companies are willing to give full effect to the provisions of the Act, as arranged at the time, for the laying down of the additional rails on their respective lines, and we have therefore, on behalf of the Companies whom we represent, to ask that the sanction of the Board of Trade may be given under the recited section of the Act.

We are, &c.

CHARLES SAUNDERS,
Secretary, Great Western Railway Company,

The Lords of the Committee of Privy Council for Trade. L. CROMBIE,
Secretary, South Western Railway Company.

SIR, *Railway Department, Board of Trade, Whitehall, August* 9, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of the joint application (dated the 26th July) of the Great Western and London and South Western Railway Companies, for my Lords to sanction the laying down of additional rails mentioned in the 20th section of the 17 & 18 Vict. c. 202., upon certain portions of the lines of the two Companies therein described, and to inform you that this application having been referred to me for report, I have to request that the engineer of the { Great Western, / London and South Western, } Railway Company, or some other authorized person, may attend at this office on Monday next at three o'clock, to meet some person from the { London and South Western, / Great Western, } Railway Company, for the purpose of affording information on the subject.

I am, &c.

The Secretary of the Great Western Railway Company, DOUGLAS GALTON,
Captain, Royal Engineers.
The Secretary of the London and South Western Railway Company.

SIR, *Railway Department, Board of Trade, Whitehall, August* 15, 1855,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of the joint application of the Great Western and London and South Western Railway Companies, dated the 26th July, praying my Lords to give their sanction to the laying down of a narrow gauge line between Dorchester and Weymouth, and a broad gauge line on a portion of the Southampton and Dorchester Railway, in pursuance of the provisions of the Act 17 & 18 Vict. c. 202. My Lords have considered this application, and they direct me to state that they have been pleased, under the provisions of the 26th section of the Act 17 & 18 Vict. c. 202., to give their sanction to the two Companies proceeding to lay down the additional rails specified in the 20th section of the above-mentioned Act.

My Lords have given this sanction upon the understanding that the portions of line in question will be laid upon the mixed gauge in accordance with one of the modes of laying the mixed gauge which have already received the approval of this department.

I am, &c.

The Secretary of the Great Western Railway Company, DOUGLAS GALTON,
Captain, Royal Engineers.
The Secretary of the London and South Western Railway Company.

Oxford, Worcester, and Wolverhampton Railway Company (Extension of Time for Completion of Double Gauge on their Line).

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

SIR, *Great Western Railway, London Terminus, Paddington, September* 7, 1855.

THE Directors of this Company have desired me to represent to you that the time has, in their opinion, arrived, when decisive steps ought to be taken by the Board of Trade to enforce the performance by the Oxford, Worcester, and Wolverhampton Company of the work, which they were long since bound to have completed, for rendering their railway available with a double line of broad gauge rails for a continuous working with the trains of the Great Western Railway as required by Act of Parliament.

It will be sufficient to refer you to the original Act of Incorporation of that Company, and to the 19th clause of the 17th & 18th Vict. cap. 207, as the ground of the present application to the Lords of the Committee of Privy Council for Trade, adding that the attempt made by that company during the recent Session, to repeal the obligations contained in those Acts, and to reverse their parliamentary engagement, with reference to the gauge, having failed by their rejection of the bill in the House of Lords, it becomes a matter of duty on the part of this board, to insist, without further delay, upon the construction "of the said railway throughout the "whole extent thereof, with a double line of rails on the broad gauge, and in other respects in accordance "with the Acts relating thereto, and with proper sidings and conveniences connected therewith, to the satis-"faction of the Board of Trade."

The Directors purposely abstain on this occasion from making any comment on the past proceedings of that Company, in order to deprive this communication of the character of a hostile movement calculated to impede their traffic, or inflict injury upon them, which it is not the wish of this Company to do, but they merely desire

to remind the Board of Trade that the fact of an injunction of the Court of Chancery being still in force against their proceeding with the construction of the second line of rails on the narrow gauge, until the broad gauge rails shall have been laid down, renders it still more essential that the latter works should be forthwith resumed and completed.

By the directions of my Board, I transmit to the Oxford, Worcester, and Wolverhampton Company, a copy of this letter addressed to you.

I remain, &c.

Captain Galton, R.E., Board of Trade. Chas. A. Saunders, *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, September* 10, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 7th instant upon the subject of the non-completion of the broad gauge upon the Oxford, Worcester, and Wolverhampton Railway, and to inform you that the subject shall receive the careful consideration of their Lordships.

I am, &c.

The Secretary of the Great Western Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *Railway Department, Board of Trade, Whitehall, September* 29, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Oxford, Worcester, and Wolverhampton Railway Company, the enclosed copy of a letter which their Lordships have received from the Great Western Railway Company, and to request that any observations the Directors of the Oxford, Worcester, and Wolverhampton Railway Company may have to offer thereon may be forwarded to their Lordships as early as possible.

I am, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Sir, *Oxford, Worcester, and Wolverhampton Railway, Worcester, October* 18, 1855.

Having now laid before the Board of Directors of the above Railway, your letter of the 29th ultimo, the receipt of which I had the honour to acknowledge on the 3rd instant, I am instructed to request the favour of you to procure an appointment for a deputation of the Directors to have an interview with the Lords of the Committee of Privy Council for Trade, on the subject of laying broad gauge rails on this line.

I am, &c.

Noel Thos. Smith, *Secretary.*

Captain Galton, R.E., Board of Trade.

Sir, *Railway Department, Board of Trade, Whitehall, November* 12, 1855.

With reference to your application for an interview for a deputation from the Oxford, Worcester, and Wolverhampton Railway Company, on the subject of laying down the broad gauge as required by the Act 17 & 18 Vict. c. 207., I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they will be glad to receive the deputation on Thursday, the 15th instant, at two o'clock.

I am, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Minute of Interview between the Lords of the Committee of Privy Council for Trade, and the Oxford, Worcester, and Wolverhampton Railway Company and the Great Western Railway Company, on the 15th November 1855.

The within memorandum was signed by the respective Chairmen of the Oxford, Worcester, and Wolverhampton Railway Company and the Great Western Company, as expressing the understanding on which the Great Western Company were willing that the Board of Trade should abstain from taking steps to enforce the penalties incurred by the Oxford, Worcester, and Wolverhampton Company, for failing to complete their line on the broad gauge.

November 15, 1855.

Mem.—An application having been made by the Oxford, Worcester, and Wolverhampton Company to the President of the Board of Trade, to abstain from taking steps to enforce the penalties to which the Company is subject for not completing their line on the broad gauge, Mr. Walpole, on behalf of the Great Western Company, does not object to such application, on the understanding that the application is to be renewed at the end of February, and that the Oxford, Worcester, and Wolverhampton Company engage that the Bills in Parliament of which they have given notice shall be confined (unless by mutual consent) to an application for further time to complete their works, for power to raise a further sum of money, and for relief from the penalties incurred prior to such extension of time.

It is distinctly understood that the legal obligation on the part of the Oxford, Worcester, and Wolverhampton Company to lay down the broad gauge rails before the narrow gauge line is completed, is not to be in anyway affected by the present understanding.

S. H. Walpole.

Board of Trade, November 15, 1855. John Parson.

Note.—At a further interview, held as provided in the above agreement on the 14th March 1856, the following minute was appended thereto:—

The time is to be extended to the 1st July next.

S. H. Walpole.

March 14, 1856. John Parson.

Sir, *Oxford, Worcester, and Wolverhampton Railway, Worcester, February* 28, 1856.

I am desired by the Board of Directors of the Oxford, Worcester, and Wolverhampton Railway Company to remind you that the time has now arrived at which, under the memorandum signed by their Deputy Chairman and by the Chairman of the Great Western Railway Company, at the Board of Trade, on the 15th November last, the Oxford, Worcester, and Wolverhampton Company were to renew their application to the Lords Commissioners of Her Majesty's Privy Council for Trade, to abstain from taking steps to enforce penalties for noncompletion of their line on the broad gauge.

I am directed to state the readiness of a deputation from the Oxford, Worcester, and Wolverhampton Board to attend at the Board of Trade for this purpose at any time which their Lordships may be pleased to appoint.

I have, &c.

The Secretary of the Railway Department, Board of Trade. Noel Thos. Smith, *Secretary.*

Appendix No 3.

REFERENCES UNDER SPECIAL ACTS.

Oxford, Worcester, and Wolverhampton Railway Company (Extension of time for completion of Double Gauge on their Line).

SIR, *Railway Department, Board of Trade, Whitehall, March* 1, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 28th ultimo, stating the readiness of a deputation from the Oxford, Worcester, and Wolverhampton Railway Company to attend at this office for the purpose of renewing their application to their Lordships to abstain from taking steps to enforce the penalties for the noncompletion of the Oxford, Worcester, and Wolverhampton line on the broad gauge, and to inform you that their Lordships will be happy to receive the deputation at 3 o'clock on Friday the 7th instant.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, *Railway Department, Board of Trade, Whitehall, March* 1, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you a copy of a letter they have received from the Oxford, Worcester, and Wolverhampton Railway Company, requesting an interview with their Lordships relative to the application made by them in November last, praying their Lordships to abstain from taking steps to enforce the penalties for the noncompletion of the broad gauge on the Oxford, Worcester, and Wolverhampton Railway, and to inform you that their Lordships have appointed 3 o'clock on Friday the 7th instant for receiving the deputation.

My Lords are desirous that some person on behalf of the Great Western Railway Company may be present on the occasion, or that that Company will signify whether they have any observations to offer on the subject.

I am, &c.

The Secretary of the
Great Western Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

SIR, *Great Western Railway, London Terminus, Paddington, March* 3, 1856.

I HAVE to thank you for your letter of the 1st instant, and I am desired to acquaint you that a deputation of this Board will be happy to attend on Friday next, the 7th instant, at 3 o'clock in the afternoon, for the purpose of being present at the intended interview of the Oxford, Worcester, and Wolverhampton Company with the Lords of the Committee of Privy Council for Trade.

I am, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade.

CHARLES A. SAUNDERS, *Secretary.*

Note.—Interview postponed to the 14th March. See Minute and Memorandum relative to this interview attached to Minute and Memorandum of Interview of the 15th Nov. 1855.

Perth and Dunkeld and Scottish Midland Junction Railway Company (Working Agreement).

PERTH AND DUNKELD AND SCOTTISH MIDLAND JUNCTION RAILWAY,

SIR, *30, Great George Street, Westminster, February* 1, 1856.

WE beg leave to hand you a copy of an agreement entered into between the Scottish Midland Junction Railway Company, and the Perth and Dunkeld Railway Company, for the working and management of the Perth and Dunkeld Railway by the former Company. The agreement has been submitted to the shareholders of both companies, and has been approved by them in the manner required by the Act of Incorporation of the Perth and Dunkeld Railway Company.

The approval of the agreement by the Board of Trade is now respectfully requested, as required by the 42nd section of the said Act. In proof of compliance with the provisions of the Act, we beg to hand you herewith copies of the newspapers in which the advertisements calling the meetings of Shareholders were inserted, and declarations by the respective chairmen of the meetings, and by the secretaries of the two companies.

We are, &c.

To the Secretary of the
Railway Department of the Board of Trade.

GRAHAME, WEEMS, AND GRAHAME.

PERTH AND DUNKELD RAILWAY ACT, 1854.

XLII. Subject to the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, it shall be lawful for the Company and the Scottish Midland Junction Railway Company to make, enter into, and complete any contracts, arrangements, and agreements, which may by them be deemed necessary or advisable for the working and use of the railway hereby authorized, or any part thereof, and for the regulation or management of the traffic thereon, and generally for or in respect of all such matters and things as may be deemed necessary or advisable for the proper and efficient working of the said railway, or any part thereof, when completed, in such manner as may be agreed upon; and all such contracts, arrangements, and agreements, which may have been made or entered into prior to the passing of this Act, shall, so far as consistent with the provisions of this Act, be as valid and effectual as if made and entered into under the powers of this Act: Provided always, that any such agreement shall not be for more than ten years; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the Railway upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: Provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several companies parties thereto, in special meeting assembled for that purpose

XLIV. None of the powers and provisions of this Act with respect to the use, working, or managing of the Railway by the Scottish Midland Junction Railway Company, shall have any operation or effect, unless and until the contracts or arrangements intended to be made for such purposes shall have been submitted to and approved by a majority of not less than three-fifths of the votes of the shareholders present personally, or by proxy, at a meeting of the Company specially convened for that purpose.

XLV. Such meeting shall be called by advertisements, inserted for two successive weeks in a morning newspaper published in Edinburgh, and in some newspaper of the county in which the principal office of the Company is situate, the last of which advertisements shall be published not less than seven days before such meeting; and also by a circular addressed to each shareholder entitled to vote at meetings of the Company, to be served in the manner prescribed by "The Companies Clauses Consolidation (Scotland) Act, 1845," with respect to notices requiring to be served by the Company upon the shareholders.

GENTLEMEN, *Railway Department, Board of Trade, Whitehall, February* 13, 1856.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 1st instant, in which you transmitted for the consideration of their Lordships a copy of an agreement entered into by the Scottish Midland Junction and the Perth and Dunkeld Railway Companies, under the 42nd section of the Perth and Dunkeld Railway Act, 17 & 18 Vict. c. 148, accompanied by documents in proof of the assent required by the Act of the Shareholders of the Companies having been given to the agreement.

In reply, I am to inform you that my Lords will be prepared to signify their approval of the agreement on transmission to this office, for that purpose, of the original deeds executed by the Companies.

I am, &c.

Messrs. Grahame, Weems and Grahame.

JAMES BOOTH.

Appendix No. 3.

References under Special Acts.

Perth and Dunkeld and Scottish Midland Junction Railway Company (Working Agreement).

SIR, 30, *Great George Street, Westminster, February* 14, 1856.

WE beg to acknowledge receipt of your letter of yesterday's date, and, as directed therein, we beg herewith to transmit the original agreement (in two parts) between the Scottish Midland Junction Railway Company and the Perth and Dunkeld Railway Company for the working of the Perth and Dunkeld Railway, for the purpose of having the approval of the Lords of the Committee of Privy Council for Trade to the said agreement signified thereon.

We are, &c.

To the Secretary of the Railway Department, Board of Trade.

GRAHAME, WEEMS, AND GRAHAME.

GENTLEMEN, *Railway Department, Board of Trade, Whitehall, March* 7, 1856.

WITH reference to your letter of the 14th ultimo, enclosing in two parts the original agreement between the Scottish Midland Junction Railway Company and the Perth and Dunkeld Railway Company, for the working of the Perth and Dunkeld Railway, I am directed by the Lords of the Committee of Privy Council for Trade to return to you both parts of the agreement, duly approved by their Lordships.

I am, &c.

Messrs. Grahame, Weems, and Grahame.

JAMES BOOTH.

AGREEMENT between the Scottish Midland Junction Railway Company, incorporated under the Scottish Midland Junction Railway Act, 1845, on the one part, and the Perth and Dunkeld Railway Company, incorporated under the Perth and Dundelk Railway Act, 1854, on the other part.

First.—The Perth and Dunkeld Railway Company is to complete its line of railway (being a single line) from its junction with the Scottish Midland Junction Railway to its terminus at Birnam, near Dunkeld, and the stations, sidings, turntables, and all other necessary works, including wires and other telegraphic apparatus, for the free use of the traffic, with as little loss of time as conveniently may be; and is from time to time, as experience or the increase of traffic shows it be necessary or expedient, to make and construct whatever farther station works, sidings, offsets, or other works are necessary or expedient for the safety, or accommodation, or advancement of the traffic.

Second.—The Perth and Dunkeld Railway is to be worked by the Scottish Midland Junction Railway Company, as if it were a branch of its own undertaking; but the management of the traffic of the line is to be vested in a Committee composed of three Directors from the Scottish Midland Junction Railway Company's Board, selected by that Board, and three Directors from the Perth and Dunkeld Railway Company's Board, selected by that Board, and alternately one of the members from the Scottish Midland Junction Railway Company's Board, and then one of the members from the Perth and Dunkeld Railway Company's Board, shall be chairman, and he is to have a deliberative vote, but not a casting vote; and the Chairman of the Scottish Midland Junction Railway Company for the time is to be convener of this joint Committee; and when the joint Committee disagree on any point, and the question is not otherwise settled by the aid of an appeal to the Boards of the respective Companies as a whole, it is to be settled by arbitration as after mentioned.

Third.—The Scottish Midland Junction Railway Company is to provide all such plant and rolling stock of every kind as shall be necessary for the fair working of the Perth and Dunkeld Line, and such plant and rolling stock are to be equal in quality and suitableness to the average of what is used by the Scottish Midland Junction Railway Company on its own main line and branches. The Scottish Midland Junction Railway Company is also to select and appoint all the station agents, porters, pointsmen, policemen, and other servants to be employed in the management as well as in the working of the line, saving only those for the Perth and Dunkeld Railway Company's own office business. It is also to pay for all the materials used, and all the wages of the enginemen, guards, firemen, and other servants employed in the working. Also the salaries and wages of station agents, clerks, porters, pointsmen, policemen, and other servants; and generally the Scottish Midland Junction Railway Company is to bear all the costs of working the line, including passenger tax, stationery, and advertising; but the Perth and Dunkeld Railway Company is to bear the cost of upholding the line, stations, sidings, and other work (saving as after mentioned). And it is also to bear all the costs of its own office management, and its allowance to directors and auditors, and office servants, and all the feu duties, rents, and other such burdens, if there be any. The Perth and Dunkeld Company is also to bear and make good the damage arising through any part of its line or works failing or giving way from defect in original construction, the Scottish Midland Company, on the other hand, bearing the loss and damage arising through accidents in the working of the line.

Fourth.—Insurance against accidents to passengers, and other persons travelling on the Perth and Dunkeld line, shall be effected to such amount as shall from time to time be determined by the Joint Committee, and the costs of effecting such insurance, together with the loss arising from bad debts, and the expenses of recovering and settling or adjusting claims appertaining to the traffic of the line, shall be deducted from the receipts of the Perth and Dunkeld Railway, as burdens primarily affecting the same.

Fifth.—The Scottish Midland Junction Railway Company in return for the performance of what is herein-before set forth is to receive for its own use and benefit the following portions of the receipts from the Perth and Dunkeld line of railway and its works; viz.:—

So long as the gross receipts under deduction of the loss arising from bad debts, and expenses of recovering, settling, and adjusting claims appertaining to the traffic of the line, do not exceed 1,300*l.* per mile per annum, the Scottish Midland Junction Railway Company is to receive one half of such gross receipts; that is, 50 per cent.

When the receipts exceed 1,300*l.* per mile per annum, the Scottish Midland Junction Railway Company is to receive not full 50 per cent., but only 49 per cent. of the gross receipts, provided that the aggregate sum to be received by the Scottish Midland Junction Railway Company, when the gross receipts exceed 1,300*l.* per mile, shall in no case be less than that received when the gross receipts are only 1,300*l.* per mile.

When the receipts exceed 1,400*l.* per mile per annum, the proportion payable to the Scottish Midland Junction Railway Company, is to be reduced to 48 per cent. of the gross receipts.

And so each addition of 100*l.* per mile per annum on the receipts is to lead to the reduction of the proportion payable to the Scottish Midland Junction Railway Company, to the extent of another one per cent. of the gross receipts, until the proportion payable is reduced to 45 per cent. of such gross receipts, after which there shall be no farther reduction.

And in applying those rules in regard to the proportion payable to the Scottish Midland Junction Railway Company, each financial year of the Perth and Dunkeld Company is to be taken by itself as a whole, and the broken period which may elapse before the commencement of the first proper financial year shall stand by itself.

Sixth.—In regard to the use of the Perth and Dunkeld line, and the regulation of the traffic thereon, it is specially agreed as follows:—

(1.) The Joint Committee is to fix the rates to be charged on the Perth and Dunkeld line, but is not to have the power of putting it under the clearing house. The local rates of the Perth and Dunkeld line are to be charged on all traffic, whether passengers or goods, going to and from Perth or south of Perth, and these rates and the receipts of the Scottish Midland Junction Railway Company for the same traffic, including the mileage on its main line as well as its terminals (if any), are to go into a common purse, and are to be divided between the Perth and Dunkeld Railway Company and the Scottish Midland Junction Railway Company, in the proportion of the actual mileage run over the lines of the two companies respectively; on all goods traffic going to and from places north of the junction with the Midland Company's line, that is, to and from Cargill, or beyond it, the local rates as far as the junction, to be fixed as aforesaid, are to be charged by the Perth and Dunkeld Railway Company. But on all passenger traffic going to and from places north of the junction, the Perth and Dunkeld Company are to have a mileage rate with the Scottish Midland Junction Railway Company, and mileage in all cases shall be held to comprehend fractional parts of a mile, to be ascertained by the number of yards actually run on each line respectively.

(2.) The Perth and Dunkeld Company shall have it in their power at any time after the expiry of twelve months from the commencement of this agreement to go into the clearing house, and have the rates for through traffic apportioned through it so far as they exist, but this is to be done entirely at the cost of the Perth and Dunkeld Company, and the apportionment shall be made on the following footing, viz.: "The mileage rates on all traffic between Perth and Dunkeld shall be divided equally between the two companies, the Midland Company receiving in addition one-third of the terminals chargeable at Dunkeld, and the mileage rates, on traffic between other stations to which through rates have been established, shall be divided in proportion to the mileage run on each line respectively, the Midland Company receiving in addition one-third of the terminals chargeable on the Perth and Dunkeld line applicable to such traffic between these stations.

(3.) The receipts belonging to the Perth and Dunkeld line and works, are as far as conveniently may be, to go to a special account in a bank as they are received, and to be accounted for through the proper officers to the Joint Committee from time to time as the Joint Committee may direct, and there are to be monthly payments to the Scottish Midland Junction Railway Company of what reasonably appears to be due for the working.

Appendix No. 3.

References under Special Acts.

Perth and Dunkeld and Scottish Midland Junction Railway Company (Working Agreement).

(4.) In case the Perth and Dunkeld Company's Board, or the portion of the Joint Committee named by that Board, shall require that passenger trains be commenced to run or continued to be run on the Perth and Dunkeld line, which the Scottish Midland Junction Railway Company's Board, or the members of the Joint Committee named by that Board disapprove of, such trains so required shall nevertheless be commenced or continued to be run, but the Perth and Dunkeld Railway Company shall be bound to guarantee to the Scottish Midland Junction Railway Company as its own share of the produce, four shillings per mile of the Perth and Dunkeld line per day for each such train, that is, two shillings per mile up, and two shillings per mile down, per day, striking the average every month: and whenever on the average of the month, there shall not be a gross receipt of eight shillings per mile per day, that is, four shillings per mile up, and four shillings per mile down, per day from such train, then in the option of the Perth and Dunkeld Company such train shall be discontinued, or otherwise the said Perth and Dunkeld Railway Company, shall continue to pay the guaranteed return to the Scottish Midland Junction Railway Company, above stipulated on each monthly average (the train once begun going on for monthly periods, unless otherwise arranged by assent of both parties), so long as the train is run, and such guaranteed allowance shall be in lieu of the per-centage of the receipts under the arrangement above written upon such train.

Seventh.—The line and works of the Perth and Dunkeld Railway are to be upheld by the Perth and Dunkeld Company, under arrangement with their contractor, for six months after the opening of the line, as after mentioned, free of cost to the Scottish Midland Junction Railway Company; and they are to be upheld thereafter, during the subsistence of this agreement, by or under the Scottish Midland Junction Railway Company, to the satisfaction and at the cost and charges of the Perth and Dunkeld Company; but the Scottish Midland Junction Railway Company shall contribute a sum of one hundred and ninety-two pounds per annum towards the costs of such upholding, out of the proportion of the receipts payable to it as before stipulated; and if they think it desirable to contract for the upholding, the Perth and Dunkeld Company shall be concurring parties in the contract.

Eighth.—Nothing under this agreement is to entitle the Perth and Dunkeld Railway Company, or the Joint Committee, to interfere in any way with the arrangement of the trains, or with the working of the Scottish Midland Junction Railway Company's main line or branches.

Ninth.—If any question shall arise between the the parties in regard to the import of this Deed, or as to any matter in respect to the subject or execution of the matter agreed upon, such questions shall be settled by arbitration in manner provided by the Lands Clauses Consolidation (Scotland) Act, 1845.

Tenth.—This agreement shall come into operation on the day on which the Perth and Dunkeld Railway is opened for public use and goods and passengers, and shall endure for ten years from that day.

In witness whereof these presents written on this and the five preceding pages of stamped paper by William Smith, clerk to Christopher Kerr and Company, Writers, in Dundee, are subscribed, along with a duplicate thereof, as follows, viz., By the Right Honourable William David, Earl of Mansfield, Archibald Butler, Esq., of Fascally, and Claud Scott Stewart, Esquire, residing at Dalguise, three and a quorum of the Directors of the said Perth and Dunkeld Railway Company, the common seal of the said Company being likewise affixed, at Perth, the fourteenth day of September eighteen hundred and fifty-five, before these witnesses, Andrew Low Clerk and George Young, apprentice both to Archibald Reid, writer in Perth, and by George Gray, Esquire, writer in Perth; Hugh Watson, Esquire, residing at Keillor, and Andrew Davidson, Esquire, writer in Perth, three and a quorum of the Directors of the said Scottish Midland Junction Railway Company, the common seal of the said Company being likewise affixed, at Perth, the fifteenth day of the said month of September and year last mentioned, before these witnesses David Wylie and Alexander McPherson, both clerks to the said Scottish Midland Junction Railway Company at Perth; declaring that the whole of the words in Article Tenth on this page, subsequent to the words "Ten years from that day," were deleted before the delivery hereof.

Andw. Low, Witness.
Geo. Young, Witness.
D. Wylie, Witness.
Alexr. McPherson, Witness.

Seal of the Perth and Dunkeld Railway Company.

Mansfield, *Chairman.*
A. Butler.
C. S. Stewart.
Geo. Gray.
Hugh Watson.
And. Davidson.

Seal of the Scottish Midland Junction Railway Company.

Perth, 25th January 1856.—The foregoing is the agreement referred to in my declaration of this date made before Alexander Stoddart, Esq., justice of the peace.

(Signed) Hugh Watson.

Perth, 20th December 1855.—This is the duplicate agreement, read and approved of at a special general meeting of the Scottish Midland Junction Railway Company, held at Perth this day.

(Signed) Hugh Watson, Chairman.

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby certify, that they, the Lords of the said Committee, are satisfied that the within written agreement has been duly assented to in the manner required by the Perth and Dunkeld Railway Act 1854 by the Shareholders of the several companies, parties thereto, in special meeting assembled for that purpose; and the Lords of the said Committee, pursuant to the same Act, hereby signify their approval of the said agreement.

Signed by order of the Lords of the said Committee the seventh day of March one thousand eight hundred and fifty-six.

James Booth,
One of the Secretaries of the said Committee.

Appendix No. 4.

Miscellaneous Subjects.

Eastern Counties Railway (Irregularities of Trains, &c.)

Appendix No. 4.

Miscellaneous Subjects.

EASTERN COUNTIES RAILWAY.

My Lords, *Cheshunt, January 2, 1855.*

On the 14th January and the 21st February 1851, I had the honour of communicating with the late Commissioners of Railways respecting the accidents that were occurring on the Eastern Counties line of Railway; the steps they kindly took in consequence of those communications were attended, I believe, with very beneficial results, and the Company were compelled to adopt better measures to secure the safety of the public. I am sorry to have occasion to inform you, that during the last few months the trains have again become very irregular, and I have written to the officials of the Company warning them of the danger that must result if the irregularities complained of were not remedied. I likewise informed them that it was proposed by my fellow-passengers and myself to take lists of those irregularities, and forward them to you, or to the coroner or jury, as the case might be, if any accident should arise. *The cause of these irregularities, I believe, may be traced to the defective state of their locomotive power.*

An accident having now occurred at Thetford, which will, of course, require your investigation, I would beg respectfully to urge upon your consideration the propriety of a strict inquiry into the *entire* management of their locomotive department. It appears to me, that while this department is in such bad working order, it is impolitic that the superintendent of it should be one week in *Denmark*, and the other at Stratford (which, I am informed, is the case), and that the time and attention of the men should have been engaged in building at the Stratford works a carriage for the *King of Denmark*, whilst his and their attention should have been necessarily directed to the security, the safety, and punctual working of the trains.

I forwarded to the Company, on the 26th ultimo, a copy of the list which I now enclose, relating to the last 35 down trains that I had used between London and Cheshunt. No notice has been taken of my commu-

nication, and the trains still continue as irregular as before. I venture, therefore, to bring the matter before your Lordships' notice, trusting that you will adopt such measures or such investigations as you may deem expedient.

I have, &c.

The Lords of the Committee of Privy Council for Trade. Christ. Boyd.

(Enclosure).

List of 35 down trains used by me in succession between London and Cheshunt:—

5	minutes behind.	5	minutes behind.	19½	minutes behind.
6½	ditto.	13	ditto.	14	ditto.
5	ditto.	1½	ditto.	19	ditto.
10	ditto.	4¼	ditto.	15	ditto.
5	ditto.	2	minutes before.	5½	ditto.
12	ditto.	6	minutes behind.	15½	ditto.
11	ditto.		Omitted to register.	4	ditto.
6	ditto.	3	minutes behind.	8	ditto.
14	ditto.	5½	ditto	11	ditto.
3	ditto.	4	ditto.	16	ditto.
2	ditto.	11	ditto.	6	ditto.
8	ditto.	22	ditto.		

Christ. Boyd.

Gentlemen, *King's Arms Yard, London, January* 3, 1855.

I beg to draw your attention to the great inefficiency of the locomotive power on the Eastern Counties Railway, by which, if allowed to continue, or gradually to decline, unless some interference is made by your Honourable Board, either serious accidents must occur, or, at all events, the general interests of the public, as passengers, must suffer. Although I only travel to Broxbourne daily, 19 miles, during the last month of December, by what is called an express train, leaving London at 5.10 p.m. during two-thirds of the month our arrival there has been invariably ten minutes to twenty minutes late, arising, I am told, even by those connected with the line, from a want of propelling power. Last evening we arrived at our proper time, 5.55; and there I learnt that the express train, leaving London at 5 p.m., had only just passed the station, being 23 minutes late.

The causes, I understand on inquiry, to be two-fold; one, that a contract for providing and keeping the engines in an efficient and proper state has expired, and is not likely to be renewed. Secondly, that the locomotive superintendent attached to the line is engaged in building engines for the King of Denmark, and spends every alternate week in that country. I observe the report of a serious accident yesterday on the line, with loss of life, from some such cause as above, and I trust, in common with the public at large, you will interfere to protect us from such accidents as must inevitably happen unless some control be exercised.

I am, &c.

The Right Hon. the Board of Commissioners for Railways in England and Wales. Mashfield Mason.

My Lords, *42, Bedford Row, London, January* 5, 1855.

Presuming the railway accident which has recently happened near Thetford will form a subject of your investigation, as a constant traveller on the Eastern Counties line, I venture with all humility to direct your attention to one or two points.

Probably you may deem it expedient to ascertain whether the affairs are conducted by the Directors, or by the Chairman as if he were whole and sole director.

On the 5th of December last, I informed the Directors, by letter, "that I and others had taken notes on the subject of shunting goods trains when passenger trains were due; but not having space, I would reserve my observations," &c. To this their secretary informed me, by letter, which I hold, "that the matter and tone of my letter was such that he must decline corresponding with me." Perhaps you may consider it to be important to ascertain whether the Directors are in the habit of refusing to receive information from those who are constantly travelling on their line.

The information refused was, that on Monday, 27th November, the first train from Hertford was stopped at Lea Bridge by a coal train, which had to be shunted; there was not room on the side line to receive the whole of the coal train. The engine and some of the coal waggons had to be taken to another siding, and when the passenger train, after great delay, passed, there were not *two inches* between the two trains. Had a buffer struck and recoiled at that moment, an accident *must* have occurred. The train from Enfield being also due.

As I have only written two short letters to the Directors lately, I trust I may not be deemed impertinent if I express a hope your Lordships will call for the correspondence from the officials.

Lastly, permit me to direct your attention to the fact, that for months past to arrive at our destination near the time fixed by their tables has been an unusual occurrence.

As want of punctuality, and shunting when passenger trains are due, have, I believe, been the most fruitful sources of railway accident, I have ventured to address your Lordships on this occasion.

I have, &c.

Thos. Wormald.

The Lords of the Committee of Privy Council for Trade.

Sir, *Shoreditch Station, London, January* 12, 1855.

I am desired by the Directors to acknowledge the receipt of your several letters of the 5th, 6th, and 10th instant,* with the accompanying papers. They have directed an investigation as to the particular grounds of complaint referred to, but the Directors believe that they are, in a great measure, to be attributed to the large increase of traffic which has recently come upon the lines of this Company.

The statements in reference to our locomotive manager are not correct; although this Company did grant space for the state carriage for the King of Denmark to be fitted up, an act of courtesy which did not in the slightest degree interfere with the works of the Company.

I am, &c.

Capt. D. Galton, R.E., Railway Department, Board of Trade. J. Owen, *Secretary.*

Sir, *Railway Department, Board of Trade, Whitehall, March* 5, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Eastern Counties Railway Company, the enclosed copy of a report which their Lordships have received from Lieut.-Col. Wynne, R.E., one of their inspecting officers, on the allegations contained in the communications forwarded to you in my letters of the 6th, 8th, and 10th of January last, relative to the irregular time kept by the trains on that line of railway, and to inform you that

* Letters from the Board of Trade, transmitting, for the observations of the Directors of the Eastern Counties Railway Company copies of the communications from Mr. Boyd, Mr. Mason, and Mr. Wormald.

my Lords are desirous that their attention may be called to the inspecting officer's remark upon the insufficiency of the accommodation of the station in London for the traffic which passes through it, as well as to his statement that the irregularities of the trains are, in a great measure, due to the want of power in the Company's engines to do their work in the allotted time.

I am further directed to observe, that the attempt to convey a traffic larger than that for which the arrangements of the Company are adapted, introduces great risks into the working of a line; and I am to express the hope of their Lordships that the Directors will take steps, without any delay, to remove these sources of danger.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

The Secretary to the
Eastern Counties Railway Company.

(Enclosure).

Sir, *Railway Department, Board of Trade, Whitehall, February* 19, 1855.

The letters of Messrs. Boyd, Mason, and Wormald, complaining of certain irregularities connected with the running of the trains and the locomotive department on the Eastern Counties Railway, having been referred to me by the Lords of the Committee of Privy Council for Trade, I have now to lay before you, for the information of their Lordships, the result of my inquiries into the alleged causes of complaint.

Mr. Boyd encloses a list of the late arrival of 35 down trains between London and Cheshunt, and he attributes the irregularity to the "defective state of their locomotive power," but as he does not particularize these trains, there is no clue to bring home these irregularities to the locomotive department. Mr. Boyd submits "that, while this department is in such bad working order, it is impolitic that the superintendent of it should be one week in Denmark and the other in Stratford (which he is informed is the case), and that the time and attention of the men should have been engaged in building, at the Stratford works, a carriage for the King of Denmark, whilst his and their attention should have necessarily been directed to securing the safety and punctual working of the trains."

Mr. Mason complains that, although travelling only a distance of 19 miles, viz., from London to Broxbourne, by an express train, that, during two-thirds of the month December, their arrival there had been invariably 10 minutes to 20 minutes late; he farther states that, on the 2d instant, the 5 P.M. express train was 23 minutes late in arriving at Broxbourne; he attributes the delays to want of propelling power, and the causes he "understands to be two-fold; one, that a contract for providing and keeping the engines in an efficient and proper state has expired, and not likely to be renewed; secondly, that the locomotive superintendent attached to the line is engaged in building engines for the King of Denmark, and spends every alternate week in that country."

Mr. Wormald complains that, on the 27th November, the first train from Hertford was stopped at Lea Bridge by a coal train, which had to be shunted, and that, after great delay, when the passenger train passed "there were not *two inches* between the two trains." And he further states that, "for months past to arrive at our destination near the time fixed by the Company's tables has been an unusual occurrence."

The complaints of Messrs. Boyd and Mason appear to come under two heads:—

1st. That the head of the locomotive department is occupying himself and employing the Company's workmen under him in building carriages and engines for the King of Denmark, and that he is, moreover, constantly absent in that country, inferring, not unnaturally, that the important department of the Company over which he presides must be neglected.

2d. That the delays arise from the defective state of the locomotive power, and that this again arises from the contract for keeping and providing engines in an efficient and proper state having expired, and which is not likely to be renewed.

The locomotive superintendent, in reply to these charges, informs me that Mr. Wright, coach-builder, having built a carriage in Birmingham for the use of the King of Denmark on the Danish Railway, and the interior fittings for it requiring the employment of London workmen, he had permitted the carriage to be placed in the Company's workshop at Stratford, which is all that he has had to say to the transaction, and that none of the Company's workmen have been employed on it, and, moreover, that there are none of the class of workmen required for such a work in the employ of the Company. And with regard to his being every alternate week in Denmark, that he was twice there in 1854, and not oftener; that the contract for the maintenance of the locomotive stock is still in force, and will not terminate for a year.

These are the statements of the locomotive superintendent, which appear directly to contradict those of Messrs. Boyd and Mason; the letter from the secretary of the Company of the 12th January, addressed to you, says, "the statements in reference to our locomotive manager are not correct." As I have not the means of further investigating these counter statements, I must leave this part of the question as it now stands.

With regard to the irregular arrivals of the trains at their destinations, there can be no doubt of the fact, and the officers of the Company do not deny that there have been just grounds of complaint; the causes they assign for these irregularities are the small and inconvenient nature of the London Station to accommodate the traffic that is despatched from it, the crowded state of the line for the first four miles, and the number of junctions within those limits, amounting to five, which, including the Stratford yard, requires the speed of the trains passing these six places to be reduced to 10 miles an hour, and in stormy weather or a greasy state of the rails, these frequent reductions of speed must necessarily operate very unfavourably on the punctuality of the trains.

But all these admissions simply amount to this, that the Company are undertaking more than they can perform, and the consequence is, disappointment and grumbling on the part of the public.

I have examined the guard's reports of the 3.40 P.M., 4.5 P.M., and 5.10 P.M. down trains, which are those most complained of. I find the Hertford train, the 3.40, which stops at many stations, keeps very tolerable time up to Broxbourne, the junction of the Hertford branch, but *there* it has to wait the arrival of the 4.5 down train; and this train appears only twice to have arrived in time at Broxbourne during the month of December, and consequently has affected the arrivals of the 3.40 train at Hertford. The 3.40, on its arrival at Broxbourne, is put into a siding, and kept there till the 4.5 train has taken its departure. The passengers, therefore, by the former train, besides the delay of 13 minutes at Broxbourne allowed in the time-table, have the additional time to wait caused by the irregular arrivals of the 4.5 train; and as these have frequently been from 10 to 16 minutes, the passengers by the 3.40 train have great cause of complaint.

On referring to the guard's reports of the 4.5 train, which appears to be the delinquent train, I find that on twenty occasions of the train being late, that the delay is attributable not to the engine breaking down, but to its want of power to do the distance in the time laid down,—and on one other occasion the engine appears to have become disabled; coupled with these causes, the train is generally despatched behind time. For this latter delay there can be no excuse; and if the class of engines which the Company employ to work the traffic between London and Broxbourne have not sufficient margin of power—which it appears they have not—to meet the vicissitudes of weather and do the distance to Broxbourne (19 miles), making one stoppage, and six times slowing the train in thirty-eight minutes, the Company should adapt the time to the locomotive power they employ, or the power to the time; but in no case to let the public be deceived.

The 5.10 train appears to have been thirteen times late (allowing a margin of five minutes) in arriving at Hertford, and on four of these occasions the engine appears to have been in fault, three times for want of power, and once breaking down.

I annex a return of the locomotive stock handed me by the superintendent of that department, with the average weekly mileage to be performed (95,000 miles). The stock does not appear to be over-abundant for

the number of miles of railway (about 600 miles); but as, according to the return, the duty of each engine would not be more than 20,500 miles per annum, there does not appear to be much in excess of a fair average mount of engine work.

With regard to Mr. Wormald's complaint, I am informed that the coal train being too large for the siding, part of it had to be shunted on to the main line; and I presume that when the passenger train in which Mr. Wormald was travelling passed, as he states, having only two inches between the two trains, that the engine of the coal train must still have been on the crossing in the act of moving back. The *appearance* in such a case would be more alarming than dangerous; the passengers, though inconvenienced, were secured from danger by their train being stopped. The frequency of such stoppages would form in my mind the just cause of complaint; but Mr. Wormald confines his complaint to this one case, which might have been an exceptional one. What appears to me the objectionable part in the proceeding, was using one of the main lines for a siding, which is a practice never to be resorted to except in cases of emergency, and then only under great precautions.

In conclusion, I have to state, that the complaints made of the irregular arrivals of the trains at their destination have been fully borne out; and I find that these delays are, in a great measure, attributable to the want of power in the engines to do their work in the allotted time; but I have found no evidence to show that the stock is in a deteriorated state; and, as far as the direct statements of the locomotive superintendent and secretary of the Company go, there is no foundation for the charges which have been brought against the former.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

Geo. Wynne, *Lieut.-Col., Royal Engineers.*

(Enclosure.)

EASTERN COUNTIES RAILWAY.

January, 1855.

Stock of Locomotive Engines for working the Eastern Counties Railway.

Old stock	240
New engines being delivered	27
Total stock at present ordered	267

Of which are effective 181, leaving under repairs and not yet delivered (viz. 27), 86. Of these 27 engines, 18 will be delivered next month, and the remainder the following month.

	Passenger.	Goods.	Total.
Number of engines in steam daily	53	65	118
„ „ in shed, for working out	14	9	23
„ „ in reserve	28	12	40
	95	86	181
Number non-effective	37	49	86
	132	135	267

Total number of miles run per week with trains, about 95,000, or equal to 18,500 miles per engine per annum.*

Sir, *Railway Department, Board of Trade, Whitehall, March 5*, 1855.

With reference to your letter of the 2d January last, complaining of the mode of conducting the passenger traffic on the Eastern Counties Railway, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that my Lords, having directed Lieut.-Col. Wynne, R.E. one of their inspecting officers, to inquire into the subject of your complaint, have received a report for that officer, in which he states that the allegations made respecting the irregular arrival of the trains at their destination appears to have been fully borne out; and he attributes the delay, in a great measure, to the want of power in the engines to do their work in the allotted time; but he states that he has received no evidence to show that the locomotive stock is in a deteriorated condition.

I am to add that my Lords have caused a copy of Colonel Wynne's report to be communicated to the Directors of the Eastern Counties Railway Company, and have urged them to take immediate steps to remove the causes of complaint.

I am, &c.

†

Douglas Galton, *Captain, Royal Engineers.*

Christopher Boyd, Esq., Cheshunt.

Ir, *Secretary's Office, Bishopsgate Station, London, March 23*, 1855.

I beg to hand you, on the other side, extract from the Minutes of the Board of Directors.

I am, &c.

J. Owen, *Secretary.*

Captain Galton, R.E., Board of Trade.

(Enclosure,)

Extract from the Minutes of the Board, of Thursday the 22d day of March 1855.

The letter from the Board of Trade under date the 5th instant, together with the enclosure, having been read, it was resolved,—That Captain Galton, the secretary to that department of the Government, be informed that the Directors are taking means to obtain additional accommodation at their Bishopgate Station; and that the engines which were ordered by the Directors recently, they are in daily expectation of receiving from the firms to whom the orders were given.

Sir, *Railway Department, Board of Trade, Whitehall, March 26*, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 23d instant, enclosing an extract from the Minutes of the Board of Directors of the Eastern Counties Railway Company, and to express the satisfaction of their Lordships at the steps taken by the Directors to enlarge the accommodation at the Bishopsgate Station of that Company.

I am, &c.

Douglas Galton, *Captain, Royal Engineers.*

The Secretary of the Eastern Counties Railway Company.

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* The 27 new engines should not be taken into account, which would make the engine work per annum equal to about 20,500 miles.—G. W.

† Similar letter to Mr. Mason and Mr. Wormald.

Appendix No. 4.

MISCELLANEOUS SUBJECTS.

(English and Scotch Traffic Agreement.)

ENGLISH AND SCOTCH TRAFFIC AGREEMENT.

AGREEMENT between the LONDON and NORTH WESTERN, the LANCASTER and CARLISLE, the CALEDONIAN, the GREAT NORTHERN, the NORTH EASTERN, the NORTH BRITISH, and the MIDLAND RAILWAY COMPANIES, for apportioning the Receipts arising from the Scotch Traffic.

Parties: London and North Western, 1st part; Lancaster and Carlisle, 2nd part; Caledonian, 3rd part; Great Northern, 4th part; North Eastern, 5th part; North British, 6th part; Midland, 7th part.

AN AGREEMENT made the first day of January in the Year one thousand eight hundred and fifty-six, between the London and North Western Railway Company, of the first part; the Lancaster and Carlisle Railway Company, of the second part; the Caledonian Railway Company, of the third part; the Great Northern Railway Company, of the fourth part; the North Eastern Railway Company, of the fifth part; the North British Railway Company, of the sixth part; and the Midland Railway Company, of the seventh part.

Parties of 1st, 2nd, and 3rd parts owners of the route from London to Edinburgh, called "The West Coast Route."

Whereas, the said Companies parties hereto of the first, second, and third parts, are together the owners of the main line of railway from London to Edinburgh, viâ Rugby and Preston to Carlisle, and thence by the Caledonian Railway, which main line or route is ordinarily known and herein-after referred to as the West Coast route.

Parties of 4th, 5th, and 6th parts owners of the route from London to Edinburgh, called "The East Coast Route;" and the parties of the 1st, 5th, 6th, and 7th parts, owners of the alternative line in that direction.

And whereas the said Companies parties hereto of the fourth, fifth, and sixth parts, are together the owners of another main line of railway from London to Edinburgh, viâ Grantham, Knottingley, and York, and the said Companies parties hereto of the first, fifth, sixth, and seventh parts, are also together the owners of another main line of railway from London to Edinburgh, viâ Rugby, Normanton, and York, which two last-mentioned main lines or routes between London and Edinburgh are ordinarily known and herein-after referred to as the East Coast Route, in contradistinction to the said West Coast Route.

By both routes, in conjunction with other lines, access is obtained to Glasgow, the North of Scotland, and other places in the districts.

And whereas by means of the Caledonian Railway and the Railways of the Edinburgh and Glasgow and Scottish Central and other Railway Companies, access by railway is obtained by both the said routes between London and Glasgow, and to Greenhill Junction, Larbert Junction, and other places in the North of Scotland; and the said several Companies, parties hereto, are also owners of or otherwise interested in numerous branch lines of railway, connected with their respective portions of the said two main routes, and have thereby obtained access by railway to various towns and places in the districts through which such railways and branches respectively pass.

The Companies are acting as common carriers between the different districts to which they have obtained access.

And whereas the said several railway companies carry on business as common carriers by their said several railways and branch railways, and by the other lines of railway in conjunction therewith respectively between London and Edinburgh, and the various towns and places to which they have obtained access.

By the Railways Clauses and other Acts of Parliament, they are empowered to agree as to the conduct of traffic, and a division thereof, and of the receipts therefrom.

And whereas by "The Railways Clauses Consolidation Act, 1845," and by other Acts of Parliament relating to some of the said Companies parties hereto, the said Companies are empowered to contract with each other for the passage over their respective lines of railway of carriages and waggons belonging to them respectively, upon the payment of such tolls, and under such conditions and restrictions as may be mutually agreed upon, and for the division and apportionment of the tolls, rates, and charges taken upon their respective railways, and to make and enter into such other contracts and agreements as they may deem advisable, so as to avoid the necessity of a change of carriages and other delays arising from a diversity of interests.

The importance to all parties that arrangements should be made as to the conduct of the traffic

And whereas it is of importance to all the said several railway companies parties hereto, and will tend much to the accommodation of the public, both as regards regularity and despatch in the transmission of passengers, and the carriage and delivery of goods, and be in other respects beneficial to all parties, that arrangements should be made between the said several companies parties hereto respecting the carriage of such traffic, with a view to insure the regular working and management thereof between London and Edinburgh and London and Glasgow, and other places between Edinburgh and Glasgow and in the North of Scotland, by both the said routes, and also to and from intermediate places common to the said companies owning the said routes. It has therefore been and is hereby mutually agreed, by and between the said several companies parties hereto, as follows:—

The "West Coast Route" defined as from London viâ Rugby, Preston, and Carlisle to Edinburgh or Glasgow. The "East Coast Route" defined, as from London viâ Grantham, Knottingley, and York, or viâ Rugby, Normanton, and York to Edinburgh.

1. That for the purposes of this agreement, the expression "the West Coast Route," shall mean and include the route by railway from London to Edinburgh or Glasgow or the North of Scotland viâ Rugby and Preston to Carlisle, and thence by the Caledonian Railway to Edinburgh or Glasgow, from whence access is obtained by railway to the North of Scotland viâ Greenhill Junction; and the expression "the East Coast Route" shall mean and include the route by railway from London to Edinburgh or Glasgow or the North of Scotland, viâ Grantham, Knottingley, and York to Edinburgh, from whence access is obtained by railway to Glasgow or the North of Scotland viâ Greenhill Junction or Larbert Junction, with the alternative lines to those places from London viâ Rugby, Normanton, and York; and the expression "the North of Scotland" shall mean and include all places lying north of the line of the Edinburgh and Glasgow Railway, Greenhill Junction and Falkirk being taken as two of such places.

Agreement to include all traffic of whatever description by either route between the places named in the Schedule, except mails, coals, &c., and such traffic to be divided into two classes; viz., "passenger traffic and goods traffic," and definition of those terms.

2. That this agreement shall relate to and include all traffic of whatever description, passengers, animals, and goods, or other articles despatched or carried by either of the said routes, from or to the several and respective places or districts mentioned in the Schedule or Tabular statement of proportions of traffic and receipts, including the explanatory and other notes, rules, and directions appended thereto at the foot of these presents (except mails, coals, cannel, coke, and culm, which several excepted articles are excluded from the provisions of this agreement), and such traffic shall for the purposes of this agreement be considered as divided into two classes, viz., "passenger traffic" and "goods traffic," the former whereof shall be taken to comprehend and include all passengers, parcels, horses, carriages, dogs, and fish, carried by passenger or special trains, and the latter all live stock, fish, minerals, goods, and articles of whatever description the same may be; (except the several aforesaid excepted articles) carried by goods trains.

All traffic between the places referred to in the Schedule to be carried by the two routes in the proportions there stated.

3. That all the through traffic from or to any of the towns or places in England mentioned or referred to in the column numbered 1 in the said Schedule or Tabular statement of proportions of traffic and receipts to or from Edinburgh or to or from Glasgow, or to or from places in the North of Scotland, shall, so far as may be necessary for the objects and purposes of this agreement and consistent with a due regard to the interests and convenience of the public and of the consignees or consignors thereof, be carried and sent by the said Companies parties hereto respectively along and over the said two routes and the alternative portions thereof, as near as may be in the several and respective proportions and quantities mentioned and stated in such Schedule or Tabular Statement, regard being had and effect being given by the said Companies parties hereto respectively to the notes, rules, and directions in or appended to such Schedule or Tabular Statement as respects the carriage of passengers or goods, or the amount of tonnage to be sent or carried by or between certain particular alternative or intermediate routes or portions of routes to and from different specified places or localities, in reference to those particular portions of such traffic to which such notes, rules, and directions appiy or have reference.

The gross revenues from such traffic to be divided in the proportions stated

4. That except and subject as herein-after otherwise provided, the gross revenues (which expression is meant to include the rates, tolls, and charges derived from such through traffic, whether carried by the said two

routes in the proportions specified in the last preceding clause or not) shall be periodically divided and apportioned by and through the railway clearing house between the Companies parties hereto whose lines of railway form the said two routes, and the alternative portions thereof in the several and respective proportions or shares mentioned and stated in the said Schedule or Tabular Statement; but, nevertheless, subject to the notes, rules, and directions mentioned in or appended to such Schedule or Tabular Statement as respects such revenues, or the subdivision between certain particular alternative or intermediate routes or portions of routes to different places of those particular portions of such gross revenues to which such notes, rules, and directions apply or have reference, and effect being in all cases given to such notes, rules, and directions when the same apply.

in the Schedule, with some exceptions there enumerated.

5. That if at any time, and so often as it shall appear upon the periodical divisions of the said gross revenues that more than the several and respective proportions or quantities of traffic specified or referred to in Article 3 of these presents, shall have been carried by either of the said two main routes or by either of the alternative portions of the East Coast route between London and York, or by any of the other alternative or intermediate routes or portions of routes referred to in the said Article 3, then and in every such case, before any division and apportionment of such gross revenues under the last preceding clause between the Companies parties hereto, whose lines of railway form the West Coast route, and those whose lines form the East Coast route, or between any of the same Companies whose lines form the said alternative routes on the East Coast between London and York, or between any of the said other alternative or intermediate places or districts mentioned or referred to in the said Article 3, there shall he first deducted out of the said gross revenues, or, as the case may be, out of the share or proportion thereof belonging to the alternative or intermediate routes upon which such excess arises, as and for the working expenses of or incident to the carriage of such excess, twenty per cent. of the gross revenues from any such excess in respect of passenger traffic, and thirty per cent. of the gross revenues from any such excess in respect of goods traffic, or other the per-centage which may be fixed as hereinafter provided, and the amount of the per-centage so deducted shall be paid to or retained by the sole Company or apportioned among the several Companies parties hereto, as the case may be, upon whose line or lines such excess shall have been carried, such several Companies, in case there be several entitled thereto, dividing their shares thereof amongst themselves in the same proportions as their proportion of the gross revenues from such excess traffic are directed to be divided between them. Provided always, that inasmuch as it has not yet been satisfactorily ascertained that the aforesaid allowances for working expenses in respect of excess traffic fairly represent the actual working expenses of the different descriptions of traffic which will be carried under these presents, it is understood and agreed between the said parties hereto that such allowances shall be subject to future revision and alteration at the end of every or any year during the term for which this agreement is made, in case any of the said parties hereto shall hereafter feel dissatisfied with such allowances, or either of them, and require the amount or rate of allowance for the future to be reconsidered, and if not agreed upon, shall be settled by arbitration in manner herein-after provided.

Allowances for extra working expenses to be made in respect of any excess over the stated proportions carried by either route.

Proviso for reviewing the rate of allowances at the end of any year, if desired by any Company.

6. That as between the Companies parties hereto whose lines form the West Coast route, and as between those whose lines form the East Coast route, and as between the Companies parties hereto whose lines form either of the said alternative routes on the East Coast between London and York, or those whose lines form, either alone or together with the railway of any other Company or Companies, any of the different alternative or intermediate routes herein-before referred to, their respective shares of the aforesaid gross revenues shall (except where otherwise specially provided and directed) be subdivided and apportioned between them respectively, rateably according to the mileage distance for the time being recognized and acted upon in the railway clearing-house of each such Company's railway, between the extreme points on each such respective routes between which the traffic or the share of traffic producing such revenues shall or ought, according to the provisions of this agreement, to have been carried the shortest route by the lines forming any of such respective routes on the West Coast or on the East Coast, as the case may be, being in all cases taken and considered as fixing the mileage length of the distance between the two common points on any such respective routes, by or according to which the mileage division for the entire distance between the extreme points on any such route shall be made between the Companies owning such entire distance.

The division between the Companies owning the different routes to be on the mileage principle, the shortest of each alternative route being taken as the measure of distance.

7. That except where otherwise specially provided for, the Companies parties hereto whose lines form the East Coast route to Endinburgh shall be entitled to and shall have subdivided between themselves, or, as the case may be, between themselves and any other Company owning part of the route by railway on the East Coast between the place of receipt and destination of any of the traffic to which this agreement relates, in the manner defined by the last preceding and this clause, the whole of the share of gross revenues herein-before apportioned and allotted to the East Coast route, except such portion thereof as shall arise in respect of traffic to or from Glasgow, and as regards such excepted portion their mileage proportion thereof only calculated as by the East Coast route as aforesaid, and the residue of the East Coast share of the revenues derived from traffic to or from Glasgow, and the whole of the share of gross revenues herein-before apportioned and allotted to the West Coast route, shall belong to and be subdivided between the said Companies whose lines form the West Coast route, or, as the case may be, between those Companies and any other Company owning part of the route by railway on the West Coast between the place of receipt and destination of any of the traffic to which this agreement relates, and for the purpose of and in making any such subdivision or any other subdivisions where there is for part of any distance between the two extreme points one line only, and for the remainder thereof two alternative routes (as, for instance, from Edinburgh to York, and thence the two alternative routes between London and York on the East Coast route from London to Edinburgh), such alternative routes shall be taken together as forming one route or line only of the length of the shortest of such alternative routes, and such subdivision shall be made accordingly, the Companies whose lines form the alternative routes of any portion of an entire distance being only entitled to and having subdivided between themselves in the proportions specified in the said Schedule hereto, or if not so specified then according to their relative clearing-house mileage proportions of any such alternative route, the mileage share only of such gross revenues allotted to their portion of any entire distance.

The Companies owning the East Coast Route to take and share the sum allotted to it, except as to Glasgow, and only their mileage of that.

The Companies owning the West Coast Route to take and share the residue of the East Coast Glasgow receipts, and the whole of the West Coast Route share, alternative route in each case being treated as one line of the length of the shortest of such alternative routes.

8. Provided always, that as regards the portion of such gross revenues which, under the foregoing provisions, will belong to the Companies whose lines form the route between London and York viâ Knottingley, such portion shall be subdivided between such Companies in the proportions and manner now or hereafter to be fixed and determined by or under the existing or any subsequent agreement between them with reference to the different descriptions or through traffic between those places by their lines.

The receipts for the distance between York and London, viâ Knottingley, to be divided between the Great Northern and North Eastern Companies as per their agreement.

9. That nothing in this agreement contained shall extend to include or affect the division of traffic arising from or destined for York or Leeds, or any station on that portion of the railway known as the Leeds Northern Railway which lies west of the North Eastern Railway Company's main line from York northwards, and destined for or coming from any station or place common to the alternative routes south of the different southern termini of the North Eastern Railway, nor the revenues derived from such traffic, it being understood and agreed that the same shall, so far as regards that portion thereof which belongs to the distance between any such places or stations which is traversed south of the North Eastern Railway, be left undivided and unappropriated, as between the Companies owning or being interested in that distance, and that such portion and the receipts therefrom shall be divided and appropriated hereafter in any subsequent arrangement affecting the same respectively which may be come to between the Companies owning or being interested in such distance or traffic, but without prejudice to the right which is hereby admitted of the North Eastern Railway Company to retain and have appropriated and paid over to them at once the receipts from that portion of such traffic which may belong to the distance traversed thereby on their railway.

Traffic between York or Leeds, or any station on that part of the Leeds Northern line lying west of the North Eastern main line, and any station south of the North Eastern Company's southern termini, excluded from this agreement.

10. That (except as last aforesaid) in case at any time hereafter during the continuance of this agreement it shall be found that the traffic between any station or place and any other station or place common to any of

Traffic between any station or place common to any of the alternative

routes, and not provided for by this agreement, to be subsequently divided between such routes.

the alternative routes referred to in this agreement and the receipts therefrom have not been provided for in or divided by this agreement, such traffic and the receipts therefrom shall thereupon be divided and appropriated by some subsequent arrangement between the Companies parties hereto owning or being interested in such traffic, or by reference to arbitration in manner herein-after provided, but this provision is not to be held as referring to traffic between places south of York or of any of the southern termini of the North Eastern Railway, or between such termini and any place south thereof.

Agreement with the Edinburgh and Glasgow and Scottish Central Companies by the Companies of the 4th, 5th, and 6th parts protected and provided for.

11. Nothing in these presents contained shall prejudice or affect the agreement or arrangements already made and entered into by the said Companies parties hereto of the fourth, fifth, and sixth parts, with the Edinburgh and Glasgow and Scottish Central Railway Companies as regards Scotch traffic; but notwithstanding these presents, all the provisions and arrangements contained in such Scotch traffic agreement, and particularly the provisions with reference to the division of receipts from Scotch traffic, shall, during the period for which the same is agreed to continue, be acted up to and carried out and made good by the said Companies parties hereto of the fourth, fifth, and sixth parts, as though these presents and the provisions and stipulations herein contained (except this present stipulation) had not been executed or entered into by them; but nevertheless this provision shall not be taken or considered as binding the said other Companies parties hereto in any way to such Scotch traffic agreement or arrangements or to the provisions thereby made, or as affecting their respective proportions of such traffic or the receipts therefrom under these presents, which shall be respectively ascertained, apportioned, and paid as though no such agreement or arrangements existed; and the said Companies parties hereto of the first, second, and third parts, and their respective rights and interests under these presents, shall be in no way prejudiced or affected thereby.

Passenger traffic between Glasgow or north of Scotland and Hull or Grimsby excluded from this agreement.

12. This agreement shall not relate to or include, nor shall there be any through booking of or through rates quoted for the passenger traffic between Glasgow and Hull or Grimsby, or between the North of Scotland and Hull or Grimsby; but the present arrangements respecting such traffic and the receipts therefrom shall continue in force.

Usual clearing-house allowances to be deducted and made before any division of revenues.

13. The terminal allowances for the time being existing and acted upon in the railway clearing-house, in reference to the different localities or places and descriptions of traffic to which the same apply, shall in all cases be made and deducted from the gross revenues, the subject of this agreement, before any division of such revenues is made, as also all sums of money ordinarily included under the term "paid on," which shall have been paid or may be due to any company or person not a party to this agreement, in respect of any of the traffic producing such revenues.

All payments to be through the clearing house.

14. All payments shall be made, according to the usual course, through and by the railway clearing-house.

Rates and fares to be fixed and acted on, except in special temporary cases.

15. In all cases and by whatever route the traffic to which this agreement applies shall be carried, the gross rates, fares, and charges from point to point for the different classes or descriptions of traffic shall be the same, unless otherwise agreed between all of the said parties hereto who are interested therein, and shall be fixed and determined by the common consent of not less than five of the said Companies parties hereto (except where a less number of such Companies are alone interested therein), and then by a majority of such interested Companies, two at least of the Companies owning the terminal stations or extreme points on any of the lines of the said Companies parties hereto of departure and arrival of any such traffic by either of such routes, being always two of such five or lesser number of Companies, and such rates, fares, and charges shall be strictly adhered to until, and then only as the same shall, with such consent, be from time to time altered or modified: Provided always, that any of the said Companies parties hereto may from time to time on any particular special occasion, and in order to secure special traffic for such occasion, make any special rate, charge, or arrangement (but not so as to extend beyond the period of the next meeting of the Committee of Managers herein-after provided for) for or as to such traffic; but in every such case the same shall be forthwith made known to the other Companies parties hereto, in order that general rates may, if deemed expedient, be adopted to meet the exigency which shall have so arisen; and in case the said other Companies parties hereto shall decline to make such general rate, the Company by whom such special rate was made shall not thereafter make any such rate again or accept any such special traffic at special rates of which such other Companies shall have expressed their disapproval, either specially or generally, without first obtaining the consent of the said other Companies thereto, it being the intent of the said parties hereto that the expression of such disapproval in reference to any such matter shall prevent and be a prohibition against the repetition of the act or conduct disapproved of, or of the like thereof.

Managers appointed a Committee of Arrangement, and their times of meeting at least eight times in a year.

16. That until it may be found necessary or expedient to alter the arrangement by this clause provided for, the managers of each of the said Companies parties hereto shall from time to time meet and confer together as a Committee, in order to arrange and decide, in case they can agree, upon all matters from time to time arising out of or in any way connected with the objects and purposes of this agreement; and such meetings shall, except as herein-after provided, be held from time to time, when, where, and as occasion shall to any two or more of the said managers seem necessary and expedient; and any two of such managers shall have power to require the secretary of such committee of managers to convene a meeting of all the said managers; and eight meetings, at least, of such committee of managers shall be held in each year during the continuance of this agreement, four of which meetings shall take place in London quarterly, viz., one on the day next immediately preceding each quarterly meeting of the Railway Companies delegates to the Railway Clearing House meetings, and four alternate quarterly meetings shall be held at some time and place in the country, unless otherwise decided by such committee of managers, to be from time to time fixed and agreed upon by them.

Managers to appoint a Secretary, and mode of conducting business at their meetings.

17. That the said committee of managers shall appoint and keep appointed a secretary, by whom all minutes of the proceedings at their meetings shall be regularly made and entered in a book or books to be for such purpose provided and kept; and all the proceedings at the meetings of such committees of managers shall, so far as may be, be conducted in the manner in which, and governed by rules similar to those by which the meetings of the delegates to the Railway Clearing House meetings are conducted, guided, and regulated, or as shall from time to time be fixed and defined by the majority of the members of such committee of managers present at some meeting thereof duly convened for such purpose; and the salary of the said secretary and other the expenses of the said committee shall be deducted from the said gross revenues, and divided amongst and paid by the said Companies parties hereto, in proportion to the amount of the share of each such Company respectively of the receipts from the traffic by this agreement divided.

The Edinburgh and Glasgow Company to be admitted as soon as their state of difference with the Caledonian will allow, and a supplemental agreement to be then executed, giving them the full benefit of this agreement.

18. Provided always, that when and so soon as the state of difference and hostility which at present exists between the Edinburgh and Glasgow and Caledonian Railway Companies shall cease and determine, and an amicable agreement or arrangement shall be entered into or arrived at between them, the said several Companies parties hereto hereby severally agree, and bind and oblige themselves respectively, to extend the provisions and arrangements contemplated and agreed to be carried out by these presents, so as to embrace and include the Edinburgh and Glasgow Railway Company and their Railway, and to admit the Edinburgh and Glasgow Railway Company to participate in and have the full benefit and advantage of such arrangements and provisions for the then residue of the term for which this agreement is made, upon the Edinburgh and Glasgow Railway Company executing a supplemental agreement with the said Companies, parties hereto, binding themselves to conform thereto and concur therein in all respects, so far as such arrangements and provisions affect or concern the said Edinburgh and Glasgow Railway Company and their Railway, and thereupon the whole of the East Coast share of the gross revenues derived from traffic to or from Glasgow shall belong to and be divided amongst the said Companies parties hereto whose lines form that portion of the East Coast route which is south of Edinburgh, and the Edinburgh and Glasgow Railway Company, in the manner by these presents defined and agreed upon as regards the subdivision of the East Coast share of the

gross revenues derived from other sources and each of the said Companies parties hereto doth hereby undertake and agree to use its best endeavours to put an end to such existing state of hostility, and to bring about such united arrangement with the Edinburgh and Glasgow Railway Company at the earliest practicable period.

19. Provided also, that in the event of the Scottish Central and Edinburgh, Dundee, and Perth Railway Companies both electing, and of such election giving three months joint notice in writing to the said Companies parties hereto (and to the Edinburgh and Glasgow Railway Company, in case that Company shall have previously executed such agreement as aforesaid) at any time within and previous to the expiration of seven years from the first day of January One thousand eight hundred and fifty-six, of their desire to join and concur in the general provisions and arrangements contemplated and agreed to be carried out by these presents then and immediately after the expiration of such three months, the said Companies parties hereto do hereby agree and bind and oblige themselves respectively to extend such provisions and arrangements, so as to embrace and include the said Scottish Central, and Edinburgh, Dundee, and Perth Railway Companies, and their railways, and to admit such two Companies to participate in and have the full benefit and advantage of such arrangements and provisions for the then residue of the term for which this agreement is made upon the said two Companies executing a supplemental agreement with the said other Companies parties hereto (and with the Edinburgh and Glasgow Railway Company in case as aforesaid), binding themselves to conform thereto and concur therein in all respects, so far as such arrangements and provisions affect or concern the said two Companies respectively and their respective railways, and thereupon the traffic passing from or between Perth or places north of the River Tay and England shall (so far as conveniently may be) be carried and apportioned as follows, viz.:—

The Scottish Central and Edinburgh, Dundee, and Perth Companies to be at liberty to elect to come in within seven years from 1st January 1856 on signing a supplemental agreement, and then to have the full benefit of this agreement, and divide traffic in certain proportions.

	By and to the Scottish Central and Edinburgh and Glasgow Railway Companies.		By and to the Edinburgh, Dundee, and Perth Railway, Company.	
	Passengers, per cent.	Goods, per cent.	Passengers, per cent.	Goods, per cent.
Of the portion of such traffic herein-before allotted to the West Coast Route - - - -	90	75	10	25
Of the portion of such traffic herein-before allotted to the East Coast - - - - -	66⅔	50	33⅓	50

And the mileage proportions of the said two Companies in the gross revenues derived from the said portions of such traffic shall be divided between them accordingly, in like manner as other mileage proportions of gross revenues are by these presents directed to be divided between the several Companies entitled thereto respectively, or such traffic and the revenues derived therefrom shall be carried, divided, and apportioned on such other terms and in such other proportions as may be mutually agreed upon between the said two Companies.

20. Each of the said Companies parties hereto shall and will, during the subsistence of this agreement, so far as they reasonably can or may, encourage and promote, in accordance with the terms and provisions of this agreement, the expeditious passage and continuous transmission of the several descriptions of traffic to which this agreement relates, to and from the respective districts to or for which such traffic may be destined or be desired to be taken or sent, and shall and will in all respects carry on and conduct such traffic faithfully the one towards the other, and according to the true spirit and intent of this agreement; and shall not nor will, either by booking short of the place of ultimate destination and then rebooking, or by secret or other allowances or drawbacks, or by quoting or charging lower rates from or to intermediate or neighbouring or other stations, or by granting tickets without money, or free passes, or an extension of credit beyond what is agreed upon between the said parties hereto, or the said committee of managers, or usual, or by any other means or inducement whatsoever cause or promote the said traffic to go or be sent, travel, or pass to its place of destination, so that the same or the revenues derived therefrom shall not appear and be treated as part of the traffic and revenues to which this agreement relates, so as to prevent such traffic from being carried on or the revenues threfrom divided and apportioned in accordance with the bonâ fide intent and meaning of the terms of these presents, or so as to cause the same to be divided and apportioned differently than would have been the case in case such traffic had been sent and booked or forwarded through directly from its place of despatch to its place of ultimate destination, in conformity with the terms and spirit of this agreement.

The different Companies to encourage the traffic, and act faithfully to each other.

21. Provided always, that, in reference to the traffic from or to any local station on the North Eastern Railway south of Darlington to or from London, nothing herein contained shall be taken to prevent the North Eastern Railway Company, in any case where they are injuriously affected by the transmission of traffic by a route by water, or partly by water and partly by railway, to or from any such local station, from continuing to conduct such traffic as heretofore, on giving (as regards any place north of York on the main line of the North Eastern Railway) to such of the said other Companies parties hereto as are affected thereby, notice of the rates and charges quoted by them for such traffic, and the option of quoting the same for such traffic by railway.

The North Eastern Company not to be prevented from conducting part of their local traffic as heretofore.

22. This agreement shall commence and take effect as on and from the first day of January One thousand eight hundred and fifty-six, and shall continue in force for the full term or period of fourteen years from such day; and unless six months, at least, before the expiration of the said term, one or more of the said Companies shall have signified by notice in writing, under the hand or hands respectively of its or their Secretary or Secretaries respectively, and delivered to each of the other Companies, an intention to determine this agreement at the expiration of the said term of fourteen years, this agreement shall continue in force after the expiration of that term until determined by notice as aforesaid, given at least six months before such determination is to take effect; and no contract, agreement, or arrangement respecting the management, carrying on, or division of the traffic to which this agreement relates, or of any traffic arising within the districts affected by this agreement, or to which it may be extended, to take effect at or after the expiration or determination of this agreement, shall be entered into, nor any treaty or negotiation for any such contract, agreement, or arrangement entertained by any of the said Companies parties hereto, at all during the said term of fourteen years, without the consent of all the said other Companies parties hereto, nor afterwards, during the continuance of this agreement, without the same, and the terms thereof being first communicated to all the said Companies parties hereto, and to such one or more of the Edinburgh and Glasgow and Scottish Central and Edinburgh, Dundee, and Perth Railway Companies as shall have executed such supplemental agreement as aforesaid, and a reasonable time and opportunity allowed to all the said Companies parties hereto, and to the said other above-named Companies, to meet and confer, and, if possible, arrange the terms of any future general arrangement with reference thereto.

Agreement to continue for fourteen years from the 1st January 1856, and thenceforward until determined by six months' notice, and treaties for renewal meanwhile prohibited.

23. Any question or difference which may arise between or among the said Companies parties hereto or any of them, as to the accounts or transactions of the said Companies parties hereto or any of them, in respect

General Arbitration Clause:—

1. To the Railway Clearing House Committee, or if objected to, then,

2. To the Right Honourable W. E. Gladstone, or failing him, then,

3. To S. Laing, Esq., or failing him, to some other arbitrator, to be agreed on, or appointed by the Attorney-General.

of this agreement, or as to the fact or extent of any breach or nonperformance thereof, or as to the damages consequent thereon, or as to the allowance for working expenses after the expiration of the first year of this agreement, or as to the true intent, meaning, or effect of this agreement or any of its provisions, or the mode of carrying the same into operation, or otherwise in relation thereto, shall from time to time, as often as any such question or difference shall arise, be decided by the Committee for the time being of the Railway Clearing-house, unless some one or more of the parties in difference object thereto, and then such question or difference shall be and the same is hereby referred to the decision of the Right Honourable William Ewart Gladstone, and failing him, then to the decision of Samuel Laing, Esquire, the late Chairman of the Brighton Railway Company, each of them as sole arbitrator, and failing both of those persons, then to the decision for one other arbitrator to be chosen by the said Companies in difference; or in the event of the same Companies not agreeing in the choice of an arbitrator, then to the decision of an arbitrator to be appointed by Her Majesty's Attorney General for the time being, which appointment each of the said Companies parties hereto doth hereby agree to adopt and abide by, and the award or determination of any such arbitrator shall be final and conclusive between the parties in difference, so as the same be made in writing within one month from the day on which such arbitrator shall enter upon the consideration of the matters in difference, or within such further period as such arbitrator shall from time to time by writing appoint; and in any such reference as aforesaid, the arbitrator acting therein shall have full power to award, order, and determine any matter or thing causing or arising out of the matters in difference to be made, done, omitted, or discontinued by and at the expense of all or any or either of the parties in difference, and which, in the opinion of such arbitrator, shall be necessary or expedient in order effectually to carry out between the parties in difference the several stipulations, clauses, articles, and agreements in these presents contained, and in addition thereto or in lieu thereof, to award and adjudge damages either continuing or in gross against any of the said Companies so as aforesaid in difference for the breach of or failure or neglect to perform by any of the same Companies any of the matters or things which by or in any such award shall be directed to be done, omitted, or discontinued, or any of the stipulations, clauses, articles, or agreements in these presents on the part of any of the said Companies in difference inserted and contained, or to make such other award in the premises as to any such arbitrator shall seem just and proper, and all such damages shall be recoverable by the Company or Companies to whom the same shall be awarded and adjudged as and for liquidated damages, and in every case of reference to arbitration under these presents, the arbitrator acting therein shall have full power to examine any of the Directors of any of the said Companies parties hereto and any witness or witnesses who may be tendered as evidence before him, on oath or affirmation, to be made and taken in the presence of such arbitrator or otherwise, and also to call for and require the production of any further or other witness or witnesses, and of all such papers, writings, books, and other matters and things as he may think necessary and proper for the elucidation of the matters so referred to him, and that all or each of the said Companies parties hereto as shall be so in difference as aforesaid shall and will, from time to time, afford to the arbitrator acting in the reference for the time being involving the consideration of the matters then in difference such evidence and information as he shall reasonably require and as may be in the power of or can be obtained by the said parties then in difference, or any of them: Provided always, that in case any of the said Companies parties to such difference shall neglect or omit to attend before the arbitrator acting in the reference thereof and proceed with any such reference at such time or times and place or places as such arbitrator shall from time to time for that purpose appoint, then it shall be lawful for such arbitrator (having first given to each of the said Companies so in difference seven days' notice of such time or times and place or places by letter sent by the general post, and addressed to the Secretary of each of such Companies at the principal office for the time being of each such Company) to proceed with the said reference ex parte, and to make his award, notwithstanding such failure or neglect to attend before him as aforesaid by any or either of the said parties: And for the better enforcing the performance and observance of this submission and of any such award, the same respectively shall and may, on the application of any of the said parties to which the same shall relate, be made a rule of the Court of Queen's Bench, according to the directions of the statute in that case made and provided, with power to such Court, in case any such award shall be held or considered informal, or not in accordance with the reference or submission hereby made, to refer the consideration of the premises back to the arbitrator by whom any such award shall have been made, notwithstanding the time for making any award therein by such arbitrator may then have expired, and also to make such further or other order and direction in and about the premises as to the said Court may from time to time seem reasonable and proper.

Mutual covenants by all the parties to fulfil the agreement.

24. And each of the said Companies parties hereto for themselves and their successors, doth hereby covenant and agree with the other Companies parties hereto jointly, and also a separate covenant with each of the said other Companies parties hereto, and with any two, three, four, or five of such other Companies, their successors and assigns, that each such covenanting Company will perform, fulfil, and observe all the articles, terms, and provisions of this agreement which, on the part of such covenanting Company separately or in conjunction with any other or others of the said Companies, are to be performed, fulfilled, and observed; but nevertheless each of them the said Companies shall be liable for its own acts and defaults only. In witness whereof, the said several Companies parties hereto have hereunto affixed their respective common seals.

THE SCHEDULE OF TABULAR STATEMENT of Proportions of Traffic and Receipts therefrom mentioned or referred to in the foregoing Agreement, showing the Proportions and Manner in which the same are agreed to be divided or apportioned, except where otherwise provided by and subject to the Notes, Rules, and Directions appended hereto, and which are considered as forming Part of this Schedule.

Column 1. Traffic from or to the under-mentioned towns or places in England to or from the respective places named or referred to in Columns 2, 3, or 4.	Column 2. From or to Edinburgh, including all places lying East of Falkirk, to or from the respective places named or referred to in Column 1.				Column 3. From or to places in the North of Scotland, including Falkirk and Greenhill Junction, to or from the respective places named or referred to in Column 1.				Column 4. From or to Glasgow, including all places lying West of Greenhill Junction, to or from the respective places named or referred to in Column 1.			
	West Coast Route.		East Coast Route.		West Coast Route.		East Coast Route.		West Coast Route.		East Coast Route.	
	Passengers.	Goods.	Passengers.	Goods.	Pessengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
London	40	50	60	50	50	50	50	50	80	60	20	40
Liverpool	all.	all.	nil.	nil.	all.	all.	nil.	nil.	all.	all.	nil.	nil.
Manchester	all.	60	nil.	40	all.	60	nil.	40	all.	all.	nil.	nil.
Leeds	33⅓	50	66⅔	50	50	50	50	50	66⅔	60	33⅓	40
Places between Manchester and Leeds, except Bradford (A.)	33⅓	60	66⅔	40	50	60	50	40	80	60	20	40
Bradford (B.)	66⅔	60	33⅓	40	66⅔	60	33⅓	40	75	70	25	30
Hull and Great Grimsby (C.)	No booking through.	33⅓	All, and booked by East Coast.	66⅔	No booking through.	33⅓	No booking through.	66⅔	No booking through.	33⅓	No booking through.	66⅔
Birmingham	75	66⅔	25	33⅓	90	66⅔	10	33⅓	all.	all.	nil.	nil.
Sheffield (D.)	50	50	50	50	50	50	50	50	50	50	50	50
Nottingham (D.)												
Hitchin												
Peterboro'												
Stamford												
Newark	5	20	95	80	5	20	95	80	20	33⅓	80	66⅔
Lincoln												
Doncaster												
Retford												
Stations on the Midland Railway not above named or otherwise provided for (E.)	33⅓	50	66⅔	50	all	all.	nil.	nil.	all.	all.	nil.	nil.

(A.), (B.), (C.), (D.), (E.) See these notes at foot of Schedule.

Appendix No. 4.

Miscellaneous Subjects.

(English and Scotch Traffic Agreement.)

(*a.*) The portions of traffic and receipts therefrom, mentioned in this line as due to the East Coast route, are, as regards the share thereof, belonging to the distance such traffic is carried west of Leeds, to be subject to the conditions of the existing agreements between the London and North Western, Lancashire and Yorkshire, Midland, and East Lancashire Railway Companies, but any part of such traffic which can be carried by both routes, and which is not provided for in those agreements, and the receipts therefrom, are to be divided as regards the distance from Leeds to Bradford, thus, namely one half to the Midland Railway Company, and one half to the Leeds, Bradford, and Halifax Railway Company, and the route for all traffic to or from each and all of the places mentioned or referred to in Columns numbered 2, 3, and 4, from or to any place east of Rochdale, including Leeds and Bradford, and also from or to Hitchin, Stamford, Newark, Lincoln, Doncaster, Retford, or any station on the Midland Railway not above named or herein otherwise provided for, shall, so far as regards the West Coast share or proportion of such traffic, be by the Midland and North Western (ordinarily known as the Little North Western) Railways, viâ Lancaster, and the receipts therefrom shall be divided accordingly, and the route for all traffic to or from each and all of the places mentioned or referred to in Columns numbered 2, 3, and 4, from or to Rochdale, or any place west of Rochdale, shall, so far as regards the West Coast share or proportion of such traffic, be viâ Manchester, and the receipts therefrom shall be divided accordingly.

(*b.*) The portions of traffic and receipts therefrom mentioned in this line as belonging to the East Coast route shall, as regards the distance between Leeds and Bradford be divided in equal parts between the Midland and Leeds, Bradford, and Halifax Railway Companies.

(*c.*) The portions of traffic mentioned in this line as belonging to the West Coast route shall be carried over the (Little) North Western, Midland, and Manchester, Sheffield, and Lincolnshire Railways, viâ Lancaster, and the receipts therefrom divided accordingly.

(*d.*) The portions of traffic mentioned in this line as belonging to the East Coast route shall, so far as regards the distance from Nottingham to York and from Sheffield to York respectively be subdivided thus, namely, fifty per cent. to the Midland and North Eastern Railway Companies, and fifty per cent to the Great Northern and North Eastern Railway Companies; and the portions of traffic to or from Sheffield mentioned in this line as belonging to the West Coast route shall, so far as regards the distance between Sheffield and Lancaster, be subdivided thus, namely, fifty per cent. to the route viâ the Midland and (Little) North Western Railway Companies, and fifty per cent. to the route viâ the Manchester, Sheffield, and Lincolnshire Railway Company, and the receipts therefrom respectively shall be subdivided accordingly.

(*e.*) As regards the East Coast share of the receipts from the traffic referred to in this line, the same shall be subdivided on the assumption that the length of the Midland Railway, south of the North Eastern line, to the station on the Midland line to which the same applies, is twenty miles longer than the actual distance from Leeds to such station by the Midland Railway, and such assumed distance shall be taken to represent the mileage distance of the Midland Railway Company, according to which its proportion of the receipts from such share of traffic shall be ascertained, and the sum payable in respect of such assumed mileage, less the usual allowance for working expenses upon the proportion payable in respect of such additional mileage, shall be paid to the Midland Railway Company by the other Companies entitled to such East Coast share of such receipts, out of their share of such receipts, and the residue only divided by a mileage proportion amongst such other Companies.

The proportion of traffic and receipts therefrom, apportioned to the distance between York and London, shall be subdivided between the London and North Western, Midland, Great Northern, and North Eastern Railway Companies, as follows:—

	To the London and North W estern, Midland, and North Ea stern Railway Companies.		To the Great Northern and North Eastern Railway Companies.	
	Passengers.	Goods.	Passengers.	Goods.
	Per cent.	Per cent.	Per cent.	Per cent.
As regards the traffic between London and Edinburgh	15	25	85	75

As regards any traffic carried by railway beeween London and stations north of York and south of Edinburgh, (exclusive of stations on the Leeds Northern Line west of the North Eastern main line,) the same and the receipts therefrom shall for the distance south of York be apportioned as follows:—

To the London and North Western, Midland, and North Eastern Railway Companies.		To the Great Northern and North Eastern Railway Companies.	
Passengers.	Goods.	Passengers.	Goods.
Per cent.	Per cent.	Per cent.	Per cent.
15	35	85	65

As regards any traffic carried between any station north of York, and south of Edinburgh, (exclusive of stations on the Leeds Northern Line west of the North Eastern main line,) and any of the stations here-

under named, the same, and the receipts therefrom, shall for the distance south of York be apportioned as follows:—

As regards such Traffic to or from the under-mentioned Places.	To the Midland and North Eastern Railway Companies.		To the Great Northern and North Eastern Railway Companies.	
	Passengers.	Goods.	Passengers.	Goods.
	Per cent.	Per cent.	Per cent.	Per cent.
Doncaster, Retford, Newark, Lincoln, Stamford, Peterborough, Hitchin	5	20	95	80
Sheffield	60	60	40	40
Nottingham	60	60	40	40

The share of traffic to or from Hitchin, and allowance of receipts in respect thereof, in this Schedule allotted to the West Coast route, or the Midland Railway, is not to commence or take effect until the opening for public traffic of the railway now being constructed from Leicester to Hitchin.

No subdivision of the portion of traffic from or to the North of Scotland, and from or to Glasgow, to or from London, which is apportioned to the East Coast route, shall be made between the alternative routes south of York, but the portion thereof, and of the receipts therefrom, which is due to the distance south of York shall belong to and be subdivided solely between the North Eastern and Great Northern Railway Companies, according to their agreement as regards traffic over such distance.

All traffic between Dumfriesshire, or any station on the West Coast Route, passing through and including Carlisle and any place south of Carlisle, and the receipts therefrom, shall (except where otherwise provided) belong to the West Coast route, on the understanding that all such traffic as may be destined for, or be despatched from any station on the Great Northern or Eastern Counties Railways south of Peterborough, but excluding London, shall be invoiced viâ Peterborough or Hitchin, and the receipts therefrom divided accordingly; and that all traffic between any station on the East Coast route, excluding Edinburgh, passing through and including Newcastle and any place south of Newcastle, and the receipts therefrom, shall (except where otherwise provided) belong to the East Coast route, and be divided accordingly.

As regards the traffic which is above directed to be invoiced viâ Peterborough, it is agreed that the same and the receipts therefrom shall be apportioned as follows:—

	To the London and North Western Route.	To the (Little) North Western and Midland Route.
	Per cent.	Per cent.
As regards what is due to the Distance between Lancaster and Peterborough, or any Station on the Eastern Counties Railway	80	20

And as regards all of such traffic as is for or from any station on the Great Northern or Midland Railways north of London and south of Peterborough, to or from which station the Midland Railway affords the shortest route, and also the West Coast share of all traffic to or from Peterborough from or to Edinburgh, Glasgow, or the north of Scotland, the same shall go viâ the (Little) North Western and Midland Railways, and the receipts therefrom be divided accordingly. Provided always, that in subdividing the receipts from that portion of the above traffic to or from or viâ Peterborough, or to or from any station on the Eastern Counties Railway which is allotted to the route by the (Little) North Western and Midland Railways, between such railways and the Lancaster and Carlisle Railway, the length of the latter shall in respect of the length of that railway from Lancaster to Preston, over which such portion might have been carried, be allowed and taken at twenty-one miles longer than the actual length of that line via Lancaster, and the mileage proportion of such receipts for such extra twenty-one miles, less the usual allowance for working expenses upon such proportion, shall be paid (in addition to their actual mileage share) to the Lancaster and Carlise Railway Company by the (Little) North Western and Midland Railway Companies out of their share of such receipts, and the residue only divided between them.

In dividing the receipts from all traffic to or from Liverpool, from or to Carlisle, or any place between Carlisle and Preston, whether on the Lancaster and Carlisle Railway or any line diverging therefrom, the mileage distance shall, from and after the date hereof, be computed at the shortest distance by railway for the time being between each such respective places, and the receipts therefrom shall be divided accordingly between the Companies entitled thereto; and as regards the division of the receipts from all traffic to or from Liverpool, from or to any place north of Carlisle, the mileage distance from Preston to Liverpool shall, from and after the first day of November One thousand eight hundred and fifty-nine, when the now existing agreement between the London and North Western and the East Lancashire Railway Companies will expire, be computed at thirty-four miles, instead of the actual distance by either of the routes such traffic might go, and the receipts therefrom shall be divided accordingly between the Companies entitled thereto, such last-mentioned mileage distance, until the date last above mentioned, being calculated as at present.

All traffic between any station on the London and North Western Railway, including the North Union Railway and any stations in Scotland not specifically provided for in the foregoing Schedule or by this agreement, shall go by and belong to the West Coast route; as also all traffic between any station on the North Staffordshire Railway north of and including Uttoxeter and any station in Scotland.

All traffic between any place on the Caledonian and Glasgow and South Western Railways south of Glasgow, and any place south of Lancaster, shall be sent by, and the receipts therefrom shall belong to the West Coast route, and be divided accordingly.

All traffic from or to any place north of London (the traffic from or to which to or from London is made the subject of division by this agreement) which shall go to or come from London, or which shall pass

Appendix No. 4.

MISCELLANEOUS SUBJECTS.

(English and Scotch Traffic Agreement.)

through London to or from any place south thereof, or which shall be booked through to or from the Continent, and shall pass through London on its route to or from the Continent, shall be taken and considered and treated as traffic to or from London, and divided accordingly. Provided always, that all traffic to or from the Continent which shall be sent by a route quite distinct from London, such as traffic to Southampton viâ Brentford, or traffic to Harwich or Lowestoft viâ Peterborough, shall not be treated or considered as such London traffic.

London and North Western Railway Company. Incorporated 16th July 1846.

Chas. Stewart.

The North Eastern Railway Company.

The Lancaster and Carlisle Railway Company.

The North British Railway Company 1854.

Common Seal Caledonian Railway Company.

The Seal of the Midland Railway Company.

The Seal of the Great Northern Railway Company. Incorporated 1846.

The Seal of the Great Northern Railway Company was affixed hereto in the presence of

(L.S.) F. PARKER, WM. AMSINK. } Directors.

TABLE OF DISTANCES.

Between	East Coast Route. Gt. Northern and N. Eastern, and N. British.	Alternative East Coast Route. L. N. W. and Midland and N. Eastern.	West Coast Route. L. and N. W. Carlisle and Caledonian.	North East-ern.	North West-ern.	North Western Route. Gt. Northern, Midland, N. Western, Carlisle, and Caledonian.	Saving by North West-ern over any other Route.
London and Edinburgh -	399½	431¾	400½	—	—	397	2½
London and Glasgow - -	446¾	479	405½	—	—	402	3½
Leeds and Edinburgh -	—	—	—	230¼	211½	—	18¾
Leeds and Glasgow - -	—	—	—	277½	216½	—	61
Peterborough and Edinburgh	323¼	—	—	—	—	321¾	1½
Peterborough and Glasgow -	370¾	—	—	—	—	326¾	44
Normanton and Edinburgh	238¼	—	—	—	—	222¼	16
Normanton and Glasgow -	285	—	—	—	—	227¼	57¾
Bradford and Edinburgh -	—	—	—	239	204½	—	34½
Bradford and Glasgow -	—	—	—	286½	209½	—	77
	Viâ Newcastle.		Viâ Blisworth.			Viâ Leeds.	
Peterborough and Carlisle -	258½	—	284¾	—	—	221¼	37¼
Doncaster and Edinburgh -	243½	—	—	—	—	241¾	1½
Doncaster and Glasgow -	290½	—	—	—	—	246¾	43¾

INDEX TO AGREEMENT.

Parties: London and North Western, 1st part; Lancaster and Carlisle, 2nd part; Caledonian, 3rd part; Great Northern, 4th part; North Eastern, 5th part; North British, 6th part; Midland, 7th part.

Parties of 1st, 2nd, and 3rd parts, owners of the route from London to Edinburgh, called "The West Coast Route."

Parties of 4th, 5th, and 6th parts, owners of the route from London to Edinburgh, called "The East Coast Route," and the parties of the 1st, 5th, 6th, and 7th parts, owners of the alternative line in that direction.

By both routes, in conjunction with other lines, access is obtained to Glasgow, the north of Scotland, and other places in the districts.

The Companies are acting as common carriers between the different districts to which they have obtained access.

By the Railways Clauses and other Acts of Parliament, they are empowered to agree as to the conduct of traffic and a division thereof, and of the receipts therefrom.

The importance to all parties that arrangements should be made as to the conduct of the traffic.

The "West Coast Route" defined, as from London viâ Rugby, Preston, and Carlisle to Edinburgh or Glasgow. The "East Coast Route" defined, as from London viâ Grantham, Knottingley, and York, or viâ Rugby, Normanton, and York to Edinburgh.

Index—*continued.*

Agreement to include all traffic of whatever description by either route between the places named in the schedule, except mails, coals, &c., and such traffic to be divided into two classes; viz., "passenger traffic, and goods traffic," and definition of those terms.

All traffic between the places referred to in the schedule to be carried by the two routes in the proportions there stated.

The gross revenues from such traffic to be divided in the proportions stated in the schedule, with some exceptions there enumerated.

Allowances for extra working expenses to be made in respect of any excess over the stated proportions carried by either route.

Proviso for reviewing the rate of allowances at the end of any year, if desired by any Company.

The division between the Companies owning the different routes to be on the mileage principle, the shortest of each alternative route being taken as the measure of distance.

The Companies owning the East Coast Route to take and share the sum allotted to it, except as to Glasgow, and only their mileage of that. The Companies owning the West Coast Route to take and share the residue of the East Coast Glasgow receipts, and the whole of the West Coast Route share alternative route in each case being treated as one line of the length of the shortest of such alternative routes.

The receipts for the distance between York and London via Knottingley to be divided between the Great Northern and North Eastern Companies as per their agreement.

Traffic between York or Leeds, or any station on that part of the Leeds Northern line lying west of the North Eastern main line, and any station south of the North Eastern Company's southern termini excluded from this agreement.

Traffic between any station or place common to any of the alternative routes, and not provided for by this agreement, to be subsequently divided between such routes.

Agreement with the Edinburgh and Glasgow and Scottish Central Companies by the Companies of the 4th, 5th, and 6th parts protected and provided for.

Passenger traffic between Glasgow or North of Scotland, and Hull or Grimsby excluded from this agreement.

Usual clearing-house allowances to be deducted and made before any division of revenues.

All payments to be through the clearing-house.

Rates and fares to be fixed and acted on, except in special temporary cases.

Managers appointed a Committee of Arrangement, and their times of meeting, at least eight times in a year.

Managers to appoint a Secretary, and mode of conducting business at their meetings.

The Edinburgh and Glasgow Company to be admitted as soon as their state of difference with the Caledonian will allow, and a supplemental agreement to be then executed, giving them the full benefit of this agreement.

The Scottish Central and Edinburgh, Dundee, and Perth Companies to be at liberty to elect to come in within seven years from 1st January 1856, on signing a supplemental agreement, and then to have the full benefit of this agreement, and divide traffic in certain proportions.

The different Companies to encourage the traffic, and act faithfully to each other.

The North Eastern Company not to be prevented from conducting part of their local traffic as heretofore.

Agreement to continue for fourteen years, from the 1st January 1856, and thenceforward until determined by six months' notice, and treaties for renewal meanwhile prohibited.

General Arbitration Clause:—1st. To the Railway Clearing House Committee; or if objected to, then, 2nd, to the Right Honourable W. E. Gladstone; or failing him, then, 3rd, to S. Laing, Esq; or failing him, to some other arbitrator to be agreed on or appointed by the Attorney-General.

Mutual covenants by all the parties to fulfil the agreement.

The Schedule or Tabular Statement of proportions and foot notes.

LONDON AND SOUTH WESTERN RAILWAY.

London and South Western Railway (Mode of working the Alton Branch).

Sir, *Waverley Abbey, July* 14, 1855.

I take the earliest opportunity of bringing to your notice an irregularity which occurred in the passage of the 7 o'clock down train from Waterloo Station on the evening of the 13th ult. On reaching the Ash Junction the train proceeded at an easy pace to the platform of that station, where it was detained some few minutes after discharging the passengers and luggage. I inquired of one of the porters the cause of this delay, and was told that there was a luggage train on the line before us, which was nearly an hour behind its time. After waiting some little time at the station, the passenger train started, and on looking out of the carriage I saw the lights of the luggage train ahead. At a short distance from the Tongham siding we came to a stop, something having gone wrong with the engine of the luggage train, and here the passenger train was again detained for some five minutes or so. Between this point and Farnham we proceeded slowly to that station, arriving there (in consequence of these delays) seventeen minutes after the proper time. I am given to understand that the South Western Company is under agreement not to run two trains together on the single line between Ash and Alton, and I trust, therefore, that you will take such steps as will secure an adherence to this agreement, and ensure the public against the recurrence of an irregularity which on a single line might lead to very serious results, the chances against which were, in this instance, in no degree lessened by any extra precautions on the part of the station-master, who, although on the platform at the time, did not allow sufficient interval to elapse between the departure of the two trains.

I am, &c.

Captain Galton, R.E., Board of Trade. W. S. Nicholson.

Sir, *Railway Department, Board of Trade, Whitehall, July* 18, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter that their Lordships have received, complaining of the mode of working the single line between Ash and Farnham, inasmuch as the approval of my Lords to the opening of the single line in question was given upon the understanding that only one engine in steam should be allowed at one and the same time upon the single line. My Lords are desirous of receiving any observations which the Directors may have to offer upon this letter.

I am, &c.

The Secretary to the London and Westminster Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Appendix No. 4.

Miscellaneous Subjects.

London and South Western Railway (Mode of Working the Alton Branch.)

Sir, *Traffic Manager's Office, Waterloo Bridge Station, August* 4, 1855.

I beg to inform you that your letter of 18th July to the secretary, and enclosed copy letter from Mr. Nicholson, of Waverley Abbey, were laid before the last meeting of the Directors of this Company.

I was instructed to say, in reply to your communication, that it is the desire of the Directors to work the Alton Branch Railway in such a manner as to meet the requirements of the public, but not to do so further than is consistent with safety. That branch railway has been open for traffic upwards of three years, and, in my Directors' opinion, the public have been fully accommodated, and safety has been secured.

In order still further to ensure safety, my Directors have recently entered into an agreement with the Electric Telegraph Company for securing telegraphic communication on the Alton branch, and nothing will be wanting on their part which will tend to promote so desirable a result.

I was also instructed to say, that the matter referred to in Mr. Nicholson's letter in no way endangered the working of the single line, as both trains were proceeding in the same direction. It was, however, the intention to shunt the first train at Ash Station, but the water was so low in the boiler of the engine that the train was compelled to proceed on to Farnham to prevent accident. The second train was properly warned and cautioned, so as to avoid the slightest chance of danger.

I have, &c.

Captain D. Galton, R.E., Railway Department, Board of Trade. W. C. M. Scott.

Sir, *Railway Department, Board of Trade, Whitehall, August* 9, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 4th instant relative to Mr. Nicholson's complaint of the detention of a train between Ash and Farnham. My Lords direct me to observe, that they gave their sanction to the opening of the railway between Ash, Farnham, and Alton upon the understanding that only one engine would be allowed to be in steam at one and the same time upon the single line.

From your communication, it appears that this arrangement has not been adhered to. My Lords do not consider that the alteration which has been made in the system of working the single line is satisfactory.

I am, &c.

The Secretary to the London and South Western Railway Company. Douglas Galton, *Captain, Royal Engineers.*

Appendix No. 5.

Clauses in Railway Acts. Session 1855.

Construction of Works.

Appendix No. 5.

Clauses in Railway Acts of Session 1855, giving Powers to the Board of Trade.

Construction of Works.

Inverury and Old Meldrum Junction Railway Act, 1855, 18 *Vict. c.* 65. *s.* 41.

s to junction with reat North of Scotland ailway.

That the communications between the railway hereby authorized and the rails of the Great North of Scotland Railway, and all such openings in the ledges or flanches thereof as may be necessary or convenient for effecting such communication, shall be made under the direction and superintendence of the engineer for the time being of the Great North of Scotland Railway Company; and in case of any difference arising as to the mode of effecting such communication, then the same shall be determined by a referee to be appointed, at the costs of the Company, by the Board of Trade, on the application of either Company.

Dundalk and Black Rock Railway Act, 1855, 18 & 19 *Vict. c.* 88. *ss.* 18, 19.

ailway to be carried ver Dundalk and Enniskillen Railway by means f a bridge.

The proposed railway shall be carried over the Dundalk and Enniskillen Railway by means of a bridge of at least the dimensions of the public road bridges (or one of them) now existing over the said Dundalk and Enniskillen Railway, and by no other means whatsoever.

ommunication with undalk and Enniskillen ailway to be made nder the direction of he engineer of that ilway.

The construction of the said bridge and the necessary works connected therewith, and the communication between the railway hereby authorized to be made and the Dundalk and Enniskillen Railway, and all such openings in the ledges or flanches of that Railway as may be necessary or convenient for effecting such communication, shall be made and maintained at the sole expense of the Company hereby incorporated, but under the direction and superintendence and to the satisfaction of the engineer to be nominated for that purpose by the Dundalk and Enniskillen Railway Company; and in case of any difference arising between the engineer of the Company and that of the Dundalk and Enniskillen Railway Company as to the mode of effecting such communication, then the same shall be determined by a referee, to be appointed on the application of either party by the Board of Trade.

Banff, Macduff, and Turriff Junction Railway Act, 18 *Vict. c.* 57. *s.* 36.

ommunication with reat North of Scotland ailway to be made nder direction of their ngineer.

The communication between the railway hereby authorized and the Great North of Scotland Railway, and all such openings in the ledges or flanches of such railway as may be necessary or convenient for effecting such communications, shall be made under the direction and superintendence of the engineer for the time being of the Great North of Scotland Railway Company; and in case of any difference arising as to the mode of effecting such communication then the same shall be determined by a referee to be appointed, at the cost of the Company, by the Board of Trade, on the application of either Company.

South Wales Railway Consolidation Act, 18 & 19 *Vict. c.* 98. *s.* 84.

6 & 17 Vict. c. clxxiii.

With respect to the Pembroke line: Whereas an Act was passed called "The Milford Haven Docks Act, 1853;" and whereas a portion of the Pembroke Line authorized by "The South Wales Railway (Pembroke Line, &c.) Act, 1853," constituted an extension thereof to the docks and works by the said Docks Act authorized, and was projected for the sole purpose of communicating with docks and works, and the extent to which it may be necessary to construct the said railway may be dependent upon the mode of construction of the said docks and works; be it therefore enacted,

that it shall be lawful for the Board of Trade, at any time before the twentieth day of August in the year of our Lord one thousand eight hundred and fifty-six, on the application of the South Wales Railway Company, to fix and determine the point at which such railway shall terminate; and thereupon the provisions of this Act restraining the Company from declaring or paying any dividend on the ordinary or unguaranteed capital of the Company, until the Pembroke line shall have been completed and opened for public traffic, shall not apply to the completion and opening of such portion (if any) of the said railway as shall be situate between the point which the Board of Trade shall fix for the termination of the said railway and the point of the termination thereof as shown on the plans referred to in "The South Wales Railway (Pembroke line, &c.) Act, 1853."

Board of Trade may, on application of Company, fix point of termination of railway.

North Yorkshire and Cleveland Railway Act, 1855, 18 & 19 *Vict. c.* 116. *s.* 20.

Communications with the Middlesbrough and Guisbrough Railway to be made under the direction of their engineer.

That all communications between the railways hereby authorized to be made and the railway of the Middlesbrough and Guisbrough Railway Company, and all such openings in the ledges or flanches of the said last-mentioned railways or either of them as may be necessary or convenient for effecting such communication, shall be made and effected at the expense of the North Yorkshire and Cleveland Railway Company, and according to a plan to be approved of by the engineer for the time being of the Middlesbrough and Guisbrough Railway Company, previously to the commencement of the works connected with such junction, or in case of difference between him and the engineer for the time being of the North Yorkshire and Cleveland Railway Company, then according to such plan as shall be approved by the Railway Department of the Board of Trade, or any engineer to be appointed by them to determine the same.

Aberdare Valley Railway Act 1855, 18 & 19 *Vict. c.* 120. *s.* 24.

As to the settlement of differences.

If any difference shall arise between the respective engineers for the time being of the said Companies, with respect to the point at which the said communication, openings, and other works, or any of them, are or is to be constructed, or the mode of constructing the same, or with respect to any alteration, amendment, repairs, or maintenance thereof, or the watching, regulation, or adjustment thereof, or the passage or regulation of the traffic there, or if any other difference shall arise between the said engineers or the said Companies with respect to the expenses payable by the Company under the foregoing provisions, or with respect to any other matter in any way relating to or consequent upon the construction or use of the said communication, openings, and other works, the matters in difference shall from time to time be decided by an umpire to be appointed by the Board of Trade on the application of either Company, whose decision shall be binding and conclusive on both the said Companies, and whose expenses shall be defrayed by such one of the said Companies, or by both of them, and in such proportions, as the said umpire shall from time to time direct.

Fife and Kinross Railway Act, 1855, 18 & 19 *Vict. c.* 127. *s.* 22.

Lands and works of the Edinburgh, Perth, and Dundee Railway Company not to be interfered with except by consent.

Nothing herein contained shall be held to authorize the Company to enter upon, purchase, or take any lands belonging to the Edinburgh, Perth, and Dundee Railway Company without the previous consent of such Company first had and obtained, nor to alter or vary the line or levels of the Edinburgh, Perth, and Dundee Railway without such consent as aforesaid, nor shall it be in the power of the Company to interfere with the said railway, except for the purpose of making and maintaining the junction before mentioned in the manner herein provided, or in any manner to interrupt or interfere with the traffic passing on the said railway; and the company shall bear all the expenses of effecting such junction as aforesaid, and of maintaining, watching, and working the same, and of the necessary works for preventing danger, inconvenience, or interruption to the traffic on the Edinburgh, Perth, and Dundee Railway, and shall also, at their own sole costs and charges, construct and for ever after maintain such and so many switches, turntables, sidings, and other works and conveniences as may be necessary or convenient in connexion with the said junction, and for preventing any such danger, interruption, or inconvenience to the traffic of the Edinburgh, Perth, and Dundee Railway; provided always, that if any difference shall arise between the Company and the Edinburgh, Perth, and Dundee Railway Company as to the nature or necessity of any such works as aforesaid, the same shall be referred to arbitration or to the decision of the Board of Trade, at the option of the Edinburgh, Perth, and Dundee Railway Company.

Mid Kent Railway Act, 1855, 18 & 19 *Vict. c.* 169. *ss.* 22. 26.

Mode of effecting communications with West End of London and Crystal Palace Railway.

All communications between the railway hereby authorized and the West End of London and Crystal Palace Railway shall be effected in a substantial manner by means of connexion rails and points of the construction and laid in the manner which the engineer for the time being of the West End of London and Crystal Palace Railway Company may from time to time approve and require, and shall be executed to his satisfaction in all respects: provided always, that in case of difference between such engineer and the engineer of the Company with respect to any works for effecting such communications, the same shall be determined by an engineer to be appointed by the Board of Trade.

Mode of effecting communications with South-eastern Railway.

All communications between the railway hereby authorized and the South-eastern Railway shall be effected in a substantial manner by means of connexion rails and points of the construction and laid in the manner which the engineer for the time being of the South-eastern Railway Company may from time to time approve and require, and shall be executed to his satisfaction in all respects: provided always, that in case of difference between such engineer and the engineer of the company, with respect to any works for effecting such communications, the same shall be determined by an engineer to be appointed by the Board of Trade.

Oxford, Worcester, and Wolverhampton Railway (Improvements and Branches) Act, 1855, 18 & 19 *Vict. c.* 181. *ss.* 71. 72.

Reference to arbitration as to protection of W. H. Sparrow.

That in case any dispute shall arise between the said William Hanbury Sparrow, his heirs or assigns, and the said company, as to the necessity for the said Company to put up and maintain protective gates on the said railway at or near the point at which the said bridge is to be erected as aforesaid, or for the appointment by the said Company of a servant or servants to attend to such gates, then such dispute shall, at the request in writing of the said William Hanbury Sparrow, his heirs or assigns, or of the said company, served at the head office or on the secretary of the said Company, or (as the case may be) on the said William Hanbury Sparrow, his heirs or assigns, or at his or their place of abode, be referred to the Board of Trade within fourteen days after such request shall be made, and if the said Board of Trade shall not decide the questions in difference within twenty-eight days after the same shall have been referred as aforesaid, then such dispute shall be settled by arbitration.

Costs of reference, &c. to be paid by Company.

That all the costs of and incidental to any such reference to the Board of Trade, and of and incidental to any such arbitration, shall be borne and paid by the said company, unless any act or acts on the part of the said William Hanbury Sparrow, his heirs or assigns, in regard to the matters of any such reference or arbitration, shall be considered by the said Board of Trade, or arbitrator or arbitrators, or umpire, frivolous and vexatious, in which case the payment of the costs occasioned by such act or acts shall be left in the discretion of the said Board of Trade, arbitrator or arbitrators, or umpire, as the case may be.

CLAUSES IN RAILWAY ACTS. SESSION 1855.

Construction of Works.

s to junction with Vellington and Severn unction Railway.

Severn Valley Railway Act, 1855, 18 & 19 *Vict. c.* 183. *s.* 57.

Notwithstanding anything in this Act, the Company may so construct the branch railway or tramway as to effect a junction with the Wellington and Severn Junction Railway in the manner most convenient for the transit of goods and passengers from and between those lines of railway; and the Company and the Wellington and Severn Junction Railway Company respectively shall do all acts and afford all facilities within their respective power proper for the making and maintaining of such junction, and in case of difference of opinion between those Companies as to the position of or mode of effecting such junction, or as to the works necessary for completing the same, every such difference shall be determined by a referee mutually agreed on between those Companies, or failing such agreement by a referee appointed, on the application of those Companies or either of them, by the Board of Trade, and the decision of the referee shall be final and binding on all parties interested.

levations of buildings o be submitted to Warden and assistants.

East Kent Railway (*Extension to Dover*) *Act*, 1855, 18 & 19 *Vict. c.* 187. *ss.* 26. 28. 49.

No erection or building shall at any time be made upon any part of the lands coloured red on the plan to be deposited as aforesaid, and be sold and conveyed by the said Warden and assistants to the Company, until the drawing of the external elevation of such erection or building shall have been submitted to and approved by the said Warden and assistants under their common seal; and that all such erections and buildings which shall be made or erected shall, as to the elevation thereof, be in strict conformity with the drawing so to be approved as aforesaid, and shall not afterwards, unless with the like approval, be in any way varied or altered; and in case of any difference between the Company and the said Warden and assistants as to the external elevation of such erection or building, and as to any alteration therein, the same shall be referred to the Board of Trade, whose decision shall be final.

ompany to erect works or the protection of roperty of Warden, &c.

The Company shall, at their own costs and charges, from time to time make and erect, upon the requisition of the said Warden and assistants, all such erections, buildings, and works as may be necessary and proper for the protection of the lands, tenements, and property for the time being belonging to the said Warden and assistants from the effects of any of the works, buildings, and erections of the Company, and in case of any difference between the Company and the said Warden and assistants as to the same, such difference shall be referred to the Board of Trade, whose decision shall be final.

aving rights of South astern Railway Company.

Nothing in this Act contained shall authorize the Company to take or enter upon any lands of the South Eastern Railway Company, or to alter or interfere with the South Eastern Railway, or any of the works thereof, further or otherwise than may be necessary for the carrying of the main line of railway by a bridge over the South Eastern Railway near Canterbury as by this Act authorized, without the consent in writing of the South Eastern Railway Company, under their common Seal, for that purpose first had and obtained; and in case of any difference between the Company and the South Eastern Railway Company with reference to the construction of such bridge, such difference shall be referred to the Board of Trade, whose decision thereon shall be final.

Glasgow, Dumbarton, and Helensburgh Railway Act, 1855, 18 & 19 *Vict. c.* 190. *ss.* 24, 25.

egulating junctions ith Edinburgh and lasgow Railway and aledonian and Dumbarnshire Junction ailway.

That the junctions with the Edinburgh and Glasgow Railway and with the Caledonian and Dumbartonshire Junction Railway shall be made and completed at the sight and to the satisfaction of the respective engineers for the time being of the companies to whom the said railways belong, and according to plans to be approved of by such respective engineers previously to the commencement of the works connected with such junctions, or in case of difference as the same may be approved by the Railway Department of the Board of Trade or any engineer to be appointed by them.

ands and works of dinburgh and Glasgow nd Caledonian and umbartonshire Junction Railway Companies ot to be interfered with, xcept for forming unction.

That, except for the purpose of making and maintaining the junctions in the manner herein-before provided, it shall not be lawful for the Company to enter upon, purchase, or take any lands belonging to the Edinburgh and Glasgow Railway Company or the Caledonian and Dumbartonshire Junction Railway Company, or to alter the lines or levels of the said railways, or otherwise interfere therewith, without the consent of such Companies respectively first had and obtained, which consent the said Companies are hereby required to give, subject to the decision of the Board of Trade, herein-after mentioned; and the Company shall bear all the expenses of effecting such junctions as aforesaid, and of maintaining, watching, and working the same, and of the necessary works for preventing danger, inconvenience, or interruption to the traffic on the said Edinburgh and Glasgow Railway and Caledonian and Dumbartonshire Junction Railway, and shall also, at their own sole costs and charges, construct and for ever after maintain such and so many switches, turntables, sidings, and other works and conveniences as may be necessary or convenient in connexion with the said junctions, and for preventing any such danger, interruption, or inconvenience to the traffic of the said Edinburgh and Glasgow Railway and Caledonian and Dumbartonshire Junction Railway: provided always, that if any difference shall arise between the Company and the said Edinburgh and Glasgow Railway Company or the said Caledonian and Dumbartonshire Junction Railway as to the nature or necessity of any such works as aforesaid, the same shall be referred to arbitration or to the decision of the Board of Trade, at the option of the said Edinburgh and Glasgow Railway Company or the said Caledonian and Dumbartonshire Junction Railway Company, as the case may be; provided also, that nothing herein contained shall in any respect alter or affect the obligation undertaken by the Edinburgh and Glasgow Railway Company to maintain, in the manner provided by this Act, the whole way, works, and stations of the Company.

Stokes Bay Railway and Pier Act, 1855, 18 & 19 *Vict. c.* 192. *s.* 32.

Communication with ondon and South Western Railway to be made nder the directions of heir engineer.

The communication between the railway and the London and South Western Railway, and all such openings in the ledges or flanches of that railway as may be necessary or convenient for effecting such communication, shall be made under the direction and superintendence of the principal engineer for the time being of the London and South Western Railway Company; and in case of any difference arising as to the mode of effecting such communication, then the same shall be determined by a referee, to be appointed at the cost of the Company by the Board of Trade on the application of either Company.

Additional Rails.

ADDITIONAL RAILS.

South Eastern Railway (*Capital*) *Act*, 1855, 18 *Vict. c.* 16. *s.* 14.

roviding for restoration f double line of railway rom Minster to Deal, when required by Board f Trade.

Whereas the railway of the Company between Minster and Deal was originally constructed as a double line of railway, but has since been converted into a single line, and it is expedient to provide against possible inconvenience to the public resulting from such conversion: therefore it shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the public convenience, at any time hereafter, to require the Company, within such time as the Board shall direct, and at the expense of the Company, to restore the double line of railway between Minster and Deal, and thereafter to maintain the said railway as a double line, and the Company shall restore and maintain the said railway, in accordance with any such requirement of the Board of Trade: provided always, that it shall not be lawful for the Company to convert any other part of the line or lines of the Company heretofore made as a double line into a single line; and if the Company shall make any such conversion, or shall fail to restore a double line of railway between Minster and Deal, in accordance with any requirement of the Board of Trade, they shall be liable to a penalty of five hundred pounds for every day during which such conversion or failure to restore shall continue, the said penalty to be recovered in any of Her Majesty's Courts of Record at Westminster, by any person or persons who will sue for the same, the said person or persons to receive one moiety of the said penalty, the other moiety to be paid to the Crown.

Belfast and County Down Railway Act, 1855, 18 *Vict.* c. 18. *s.* 35.

Board of Trade may require a double line of rails to be laid down.

In case the railways by this Act authorized to be made shall be constructed with a single line of rails only, it shall be lawful for the Board of Trade, at any time after the completion and opening of the railways, to require that another line of rails shall be laid down, and to certify the works necessary and proper to be executed by the Company, and by such certificate to require the Company to execute such works within a certain time after the service of such certificate to be appointed by the Board.

Limerick and Castleconnell Railway Act, 1855, 18 & 19 *Vict. c.* 76. *s.* 37.

Additional Rails.

In case the railway by this Act authorized to be made shall be constructed with a single line of rails only, it shall be lawful for the Board of Trade, at any time after the completion and opening of the railway, to require that another line of rails shall be laid down, and to certify the works necessary or proper to be executed by the Company, and by such certificate to require the Company to execute such works within a certain time after the service of such certificate, to be appointed by the said Board.

Board of Trade may require a double line of rails to be laid down.

Stockport, Disley, and Whaley Bridge Act, 1855, 18 & 19 *Vict. c.* 130. *s.* 11.

Board of Trade may require a second line of rails.

And whereas the junction railway by this Act authorized is intended to consist in the first instance of a single line of rails, and it is expedient to provide for laying down a second line of rails thereon when required: therefore the Company shall in the first instance purchase and take lands sufficient for laying down a second line of rails, and shall, if and when they shall be required so to do by the Board of Trade, lay down with all reasonable despatch, and thereafter maintain, an additional or second line of rails on the said junction railway, for the greater convenience and accommodation of the traffic thereon.

Mixed Gauge.

Mixed Gauge.

Abingdon Railway Act, 1855, 18 *Vict. c.* 69. *ss.* 23, 24.

Power to lay down narrow gauge lines.

That, notwithstanding the provision herein-before contained, it shall be lawful for the Company, if they shall think fit, to lay down and maintain on the line of railway hereby authorized, and on the conveniences connected therewith such additional rails as may be necessary for the passage thereon of engines and carriages adapted to the narrow gauge of four feet eight inches and one half; and that in case the Board of Trade shall at any time by notice in writing require the Company to lay down such additional rails, then the Company shall and they are hereby required, within the period limited by such notice, to lay down and maintain on the line of railway and the conveniences connected therewith such additional rails as aforesaid: provided always, that such additional rails shall be so laid down as not to obstruct the free use of the rails hereby directed to be laid down on the said line and conveniences of the broader gauge of seven feet, and that the railway, so far as regards the mechanical construction of the mixed gauge, shall be executed to the satisfaction of the Board of Trade.

Railway to be kept open with both gauges.

That after such narrow gauge rails shall have been so laid down, and subject as hereafter mentioned, the Company shall and they are hereby required at all Times hereafter to maintain the said railway in a good and sufficient state upon both the gauges herein-before specified, so as to admit of the uninterrupted passage along the same of engines and carriages adapted to each of such gauges, and shall and they are hereby required, at all proper and reasonable times hereafter, to permit of the passage on the narrow gauge rails of the said railway of engines and carriages to and from the several narrow gauge railways which do or shall communicate therewith respectively, and to afford all proper and convenient accommodations in respect of stations, sidings, waiting and watering places, and other facilities for the passage on the said railway of such narrow gauge engines and carriages as aforesaid, and upon such terms and conditions, and subject to such regulations, as may be agreed upon between the company and the proprietors of such narrow gauge engines and carriages, or in case of difference as shall be settled by the Board of Trade: provided always, that if the Company shall at any time fail so to do, or shall cause any impediment to such uninterrupted passage, or if it shall at any time appear to the Board of Trade that the system of the mixed gauge on the said railway is not so regulated and conducted by the Company as to afford proper and adequate facilities for the traffic to be conveyed thereon on the narrow gauge, it shall be lawful for the Board of Trade to order such impediment to be removed, or, as the case may require, to make such rules and regulations for the purpose of securing such facilities as aforesaid as to them may seem expedient; and the Company shall be bound to obey the directions of the Board of Trade in reference to the objects aforesaid: provided also, that if it shall appear to the Board of Trade, from the experience afforded by the working of the said railway upon both the said gauges, that the traffic thereon cannot be conducted with safety and economy to the public, it shall be lawful for the Board of Trade to determine which, if either, of the said gauges shall be taken up and removed, and the said Company shall remove the same accordingly.

Accommodation, within the Limits of a Station, for Public Vehicles conveying Goods and Passengers to and from the Station.

Accommodation for Public Vehicles at Stations.

Edinburgh and Glasgow Railway Amendment Act, 1855, 18 & 19 *Vict. c.* 158. *s.* 20.

As to providing accommodation within the station.

The Company shall provide such reasonable accommodation within the limits of the said station, that carriages, cabs, carts, and public vehicles conveying passengers and goods to and from the said station may not be unnecessarily detained in the public streets and thoroughfares; and in the event of such accommodation not being so provided, it shall be lawful for the said Magistrates and Council, after notice to the Company, to apply to the Board of Trade, and the Board of Trade shall thereupon inquire into the complaint and determine the same; and the Company shall carry into effect any directions the said Board may make, within the period which the said Board may fix for that purpose, under a penalty of fifty pounds for each day after the expiration of the period so fixed, until such directions shall be fully obeyed and fulfilled; and such penalties may be recovered from the Company, and shall be applied in manner prescribed by "The Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the recovery of damages not specially provided for.

Assessment of Damage to a Canal from Slips occurring by reason of Construction of Railway Works or from the Passage of Trains along the Railway.

Assessment of Damage to Canal.

Rhymney Railway Amendment Act, 1855, 18 & 19. *Vict. c.* 110. *s.* 58.

For protection of canal from damage from slips at Craig-yr-Alt.

And whereas a portion of the said canal has been constructed along the side of a hill called Craig-yr-Alt, and the railway firstly herein-before described is intended also to be constructed along the side of the said hill, and the Canal Company apprehend danger to the said canal from slips occurring along the side of the said hill where the railway is intended to be made, arising either from the construction of the works of the said railway, or from the passage of trains along the said railway; and it is expedient that provision should be made to meet the events so apprehended by the Canal Company as aforesaid: therefore, in the event of any slip occurring from the said hill called Craig-yr-Alt where the railway passes along the side of the same, between a point twenty-two yards to the north of the point marked nine miles three furlongs, and a point eight yards to the south of the point marked nine miles four furlongs upon the plans of the said railway deposited as herein-before mentioned, and whether the said slip occur during the period of the construction of the said railway or after the same has been completed, and if such slip shall cause or occasion any damage or injury of any description to the said canal, or to any of the works connected therewith, then from time to time and as often as the same shall happen, the Company shall make and pay to the Canal Company full and ample compensation for any loss, costs, damages, or expenses, including therein loss of freight, which the Canal Company shall pay or be put to by reason or on account of such damage or injury as aforesaid, and the amount of such compensation shall be determined by an arbitrator to be appointed by the Board of Trade, in case the parties differ about the same; and if for fourteen days from the date of such determination the Company fail to pay the Canal Company the sum so determined, the Canal Company may recover the same in any Court.

Application to Parliament for Authority to construct a Direct Line of Railway between Shrewsbury and Welchpool not to be opposed without Consent of Board of Trade.

Authority for Construction of new Lines.

Oswestry, Welchpool, and Newtown Railway Act, 1855, 18 & 19 *Vict. c.* 86. *s.* 43.

Company not to oppose application for Act to make railway from Shrewsbury to Welchpool.

And whereas the future making of a direct communication by railway between Shrewsbury and Welchpool may be advantageous to the public and local interests: therefore, if at any time within seven years after the passing of this Act application be made to Parliament to authorize the making of a railway from Shrewsbury to form a junction

Appendix No. 5.

CLAUSES IN RAILWAY ACTS. SESSION 1855.

with the railway at or at any point northward of Welchpool, the Company, unless at the same time promoting before Parliament a competing line, shall not, without the previous consent of the Board of Trade, directly or indirectly make or sanction any opposition to the application for that purpose, but shall consent to the enactment of such provisions as may be proper and sufficient for authorizing the making of such railway, and the making, under the superintendence and to the satisfaction of their engineer, of such junction thereof with the railway, and for the transmission over such railway of traffic to and from such junction, according to the provisions in that behalf of "The Railway and Canal Traffic Act, 1854:" provided always, that the Company shall not be restrained by this Act from opposing any such application so far as it relates to any other purposes.

Authority for Construction of new Lines.

APPLICATION TO PARLIAMENT FOR POWER TO CONSTRUCT A RAILWAY TO MONAGHAN.

Dundalk and Enniskillen Railway Extension Act, 1855, 18 & 19 *Vict. c.* 105. *s.* 37.

For securing construction of railway to Monaghan.

The Company shall within one year from the passing of this Act, or within such further period as the Board of Trade shall by certificate in writing allow for the purpose, *bonâ fide* apply for and use their best endeavours to obtain an Act of Parliament authorizing them to construct a railway to connect the Cavan extension line by this Act authorized with the line of the Ulster extension railway at or near the town of Monaghan; and if such Act shall be passed, either on the application of the Company or on any application to be made on the authority of the Board of Trade, as herein-after provided, then the said Cavan extension line shall not be opened for public traffic until the railway to connect the said Cavan extension line with the said Ulster extension railway as aforesaid shall be completed and opened for public traffic: provided always, that if the Company shall not, within one year from the passing of this Act, or within such further period as the Board of Trade shall allow in that behalf as aforesaid, *bonâ fide* apply for and use their best endeavours to obtain such Act, the Board of Trade may direct application to be made for such Act, by or in the name of such person or persons as they shall think fit; and the costs of such person or persons, and all expenses necessarily incurred in or for the purposes of such application, shall be a debt due to the Crown, and recoverable against the Company accordingly.

RELEASE OF COMPANY FROM THE OBLIGATION TO APPLY TO PARLIAMENT FOR POWER TO MAKE A RAILWAY.

South-western Capital and Works Act, 1855, 18 & 19 *Vict. c.* 188. *ss. part of* 62, 64, 65, 66, 67, *and* 69.

Company to promote a Bill in the Session of 1856 for a railway called in this Act "The Exeter Extension Railway."

The Company, either solely or in conjunction with any other Company or persons, shall in due time before the Session of Parliament to be held in the year one thousand eight hundred and fifty-six give the notices and take the other preliminary measures in that behalf required by the Standing Orders of the two Houses of Parliament respectively, and deposit in the Private Bill Office of the Honourable the House of Commons a Bill for authorizing the making and maintaining of a railway (in this Act called the Exeter Extension Railway) on the same gauge as the gauge of the London and South-western Railway, to commence near Yeovil from and out of the Salisbury and Yeovil Railway, authorized by "The Salisbury and Yeovil Railway Act, 1854," or (at the option of the Company) to commence near Dorchester from and out of the Southampton and Dorchester Railway, and to proceed from one or other of those points of commencement to or near to Axminster, and thence to Exeter, and shall in good faith prosecute in that session the Bill so deposited, and use their best endeavours to obtain the passing thereof in that session.

As to application in 1857.

If the Bill be not passed in any Session of Parliament held in the year one thousand eight hundred and fifty-six, then (except as by this Act otherwise provided) the Company, either solely or in conjunction with any other Company or persons, shall in due time before the Session of Parliament to be held in the year one thousand eight hundred and fifty-seven give such requisite notices and take such other preliminary measures, and deposit a Bill containing such provisions, and shall in good faith prosecute in that session the Bill so deposited, and use their best endeavours to obtain the passing thereof.

As to application by Company to the Board of Trade.

If the Bill be not passed in any Session of Parliament held in the year one thousand eight hundred and fifty-six the Company may apply to the President of the Board of Trade for his certificate for the purposes of this Act, and so from time to time, in the event of the Bill not passing in any Session of Parliament held in the year one thousand eight hundred and fifty-seven.

Certificate of President of Board of Trade.

On any such application the President of the Board of Trade may make such inquiries thereon as he thinks fit, and after such inquiry as he thinks sufficient he may by writing under his hand certify to the Company that in his judgment the Company had used proper endeavours during the last twelve months to obtain the passing of the Bill, and that the failure to obtain the passing thereof during that period was not owing to any wilful default of the Company.

Cesser of obligation on Company to apply to Parliament.

Provided always, that if the President of the Board of Trade so certify, then the obligation of the Company under this Act to make any further application in that behalf, and the penal consequences under this Act of their failure to make such application, and their obligation under this Act and under the pledge to make the Exeter Extension Railway, shall thereupon wholly cease.

Cesser of such suspension

Provided always, that if there be any such suspension of payment of dividends the Company may at any time thereafter apply to the President of the Board of Trade to certify that in his judgment the Company ought, under the circumstances, to be relieved therefrom, and he may make such inquiries in that behalf as he thinks fit, and, if he so think fit, may grant such certificate in writing under his hand to the Company, and thereupon such suspension of payment of dividends shall cease.

Lease or Sale of Railways.

LEASE OF THE RAILWAY.

North Yorkshire and Cleveland Railway Act, 1855, 18 & 19 *Vict. c.* 116. *ss.* 37, 38, 39.

Company may lease out branch to certain persons for a term of years.

That when the said branch railway fourthly herein-before described shall have been completed it shall be lawful for the Company, with the consent of three-fifths of the votes of the shareholders present in person or by proxy at a meeting of such shareholders convened for that purpose, from time to time to demise and lease, to the owners or lessees of the minerals under all or some of the lands through which the said intended branch railway is proposed to be made, or under the lands in the neighbourhood thereof, or to any or either of them, or their or his executors, administrators, and assigns, for any term not exceeding twenty-one years from the passing of this Act, all or any part of the last-mentioned branch railway, and of the property for the time being vested in the Company for the purpose of such branch, and all or any of the tolls, rates, and duties which the Company are or may be empowered to raise and levy, and all or any of the rights, powers, and privileges of which the Company are or may be or become possessed in relation to such branch railway, at or under such annual or other rent, or for or in consideration of such share of the gross or net earnings or profits on such branch railway, or for such other considerations, and with, under, and subject to such powers, provisoes, stipulations, conditions, and agreements as the Company may from time to time approve.

Lease to be approved by Board of Trade.

That no such lease shall have any operation until the same shall have been approved of by the Board of Trade; and all other persons and companies shall, notwithstanding any such lease, be entitled to the use and benefit of the said branch railway comprised in such lease, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such lease had been granted: provided always, that the said Board shall not approve such lease without being satisfied that the same has been duly assented to by the votes of three-fifths of the shareholders of the Company in special meeting assembled for that purpose.

Board of Trade may determine lease at the end of ten years.

Provided, that it shall be lawful for the Board of Trade, if in the opinion of the said board the further continuance of any such lease would be injurious to the public, to determine the said lease at the expiration of ten years from the commencement thereof, upon giving twelve months previous notice to that effect to the Company and their lessees respectively, or after the expiration of such ten years then at any subsequent time upon giving the like notice.

Somerset Central Railway Act, 1855, 18 & 19 *Vict. c.* 182. *ss.* 64, 65, 66.

Somerset Central Railway Company may lease undertaking to Bristol and Exeter Railway Company.

Subject to the approval of the Board of Trade as herein-after mentioned, the Company may grant, and the Bristol and Exeter Railway Company may accept, a lease for any term or number of years, not exceeding ten years, which may be agreed upon between the Companies, of all or any part of the undertaking of the Somerset Central Railway Company which was authorized by "The Somerset Central Railway Act, 1852;" and the property for the time being vested in such last-mentioned Company for the purposes of that undertaking, and all or any of the tolls, rates, and

duties which the Company is or may be empowered to raise and levy, and all or any of the rights, powers, and privileges of which the Company is or may be or become possessed with reference to that undertaking, at or under such annual or other rents or for or in consideration of such share of the gross or net earnings or profits, or for such other considerations, and with, under, and subject to such powers, provisoes, stipulations, conditions, and agreements, as the Companies from time to time approve.

Lease or Sale of Railways.

No lease of the Somerset Central Railway shall be for more than ten years, and no such lease shall have any operation until the same shall have been approved of by the Board of Trade; and no such lease shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the Company shall for the time being be authorized and entitled to demand and receive from any person or any other Company; but all other persons and companies shall, notwithstanding any such lease, be entitled to the use and benefit of the railway, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such lease had been entered into: provided always, that the said Board shall not approve such lease without being satisfied that the same has been duly assented to by the shareholders of the respective Companies parties thereto in special meeting assembled for that purpose.

Duration of lease; but to be approved by Board of Trade.

Lease not to affect persons not parties thereto.

At the expiration of the said lease the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further lease of the Somerset Central Railway which was authorized by "The Somerset Central Railway Act, 1852;" provided, that before such Companies shall enter into any such further lease they shall give notice of their intention to enter into such lease by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in the county of Somerset, and every such notice shall set forth within what time and in what manner any company or person aggrieved by such proposed lease, and desiring to object thereto, may bring such objections before the Board of Trade; and no such lease shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.*

Lease may be renewed with the approval of the Board of Trade, but public notice to be given.

Lease inoperative until approved by the Board of Trade.

Cannock Mineral Railway Act, 1855, 18 & 19 *Vict. c.* 194. *ss.* 63. 67. 73.

That it shall be lawful for the Company, with the authority of three-fifths of the votes of the shareholders thereof who may be present either personally or by proxy at some extraordinary general meeting of the Company specially called for the purpose, to demise or lease their undertaking, for such consideration or annual rent and upon such terms and conditions as they shall think proper, unto John Robinson McClean, lessee of the South Staffordshire Railway, or to the London and North-western Railway Company, (respectively included in the term "lessee" herein after used,) for any term which has been or shall be agreed upon; and the London and North-western Railway Company are hereby authorized, with the like authority of their shareholders, to enter into and accept such lease; and every such lease shall be valid and effectual, and shall entitle the lessee, during the term therein granted, to the full and free use and enjoyment of the undertaking thereby demised and the works connected therewith.

The Company may lease its undertaking to J. R. McClean, or to the London and North-western Railway Company.

That it shall be lawful for the Company (herein-after called the "vendors"), by and with the authority of three-fifths of the votes of the shareholders thereof who may be present either personally or by proxy at some extraordinary general meeting of that Company specially called for the purpose, to sell, transfer, or dispose of, and for the London and North-western Railway Company (herein-after called the "purchasers"), by and with the like authority of their shareholders, to purchase or accept the undertaking of the Company, for such consideration and upon such terms and conditions as have been or may be mutually agreed upon, subject to the existing liabilities affecting the same undertaking, and subject also to the provisions of this Act.

The Company may sell their undertaking to the London and North-western Railway Company.

Provided always, that it shall not be lawful for the Company, by virtue of the powers herein-before contained, to sell or lease their railway to the London and North-western Railway Company, unless it shall have been proved to the satisfaction of the Board of Trade, and certified by them in writing previously to the completion of such sale or lease, that one half of the whole amount of the capital, exclusive of loans, authorized to be raised by the respective companies parties to such sale or lease, has been actually paid up and expended for the purpose authorized by the several Acts relating to such Companies respectively.

Railway not to be sold or leased without consent of Board of Trade.

Use of Railway or Station by other Companies.

Terms for the use of a Railway by another Company.

Severn Valley Railway Act, 1855, 18 & 19 *Vict. c.* 183. *ss.* 76, 77, 78.

And whereas it is expedient that facilities be afforded for the transmission of traffic to and from the railway and branch over the Wellington and Severn Junction Railway from and to the Horse Hays ironworks or any intermediate point on the Wellington and Severn Junction Railway: therefore, if complaint be at any time made by the Company to the Board of Trade of any interruption or impediment to the proper and expeditious passage and transmission of traffic to and from the railway and branch over any part of the Wellington and Severn Junction Railway, the Board of Trade from time to time may make and enforce such rules, orders, and regulations as to that Board seem proper for the accommodation of such traffic, and may fix the charges to be made in respect thereof; and if the Wellington and Severn Junction Railway Company fail to carry out or abide by any such rules, orders, or regulations, they shall, so long as they so fail, forfeit and pay to the Company a daily penalty of twenty pounds, and the charges and expenses of the Board of Trade relating to the making and enforcing of such rules, orders, or regulations shall be paid on demand by them equally by the Company and the Wellington and Severn Junction Railway Company: provided always, that anything in this Act shall not authorize the Company to run locomotive engines upon any portion of the Wellington and Severn Junction Railway.

Wellington and Severn Junction Railway Company to afford facilities for transmission of traffic.

Power for Company to use a portion of the Shrewsbury and Hereford Railway.

The Company may from time to time pass over and use with their engines, carriages, and waggons such part of the Shrewsbury and Hereford Railway as lies between the intended junction of the railway therewith and the passenger and goods stations at Shrewsbury, and the several stations, watering places, sidings, offices, and other works and conveniences between that intended Junction and Shrewsbury now or hereafter belonging to or under the management and regulation of or used by the Shrewsbury and Hereford Railway Company, or any parts thereof, upon payment of such rents, tolls, rates, and charges, and upon such terms and conditions, as may be from time to time agreed on between the Company and the Shrewsbury and Hereford Railway Company.

If at any time the Shrewsbury and Hereford Railway Company fail to agree with the Company in regard to the matters aforesaid or any of them, the Board of Trade, on the application of the Company, may from time to time make and enforce such orders and regulations as to that Board seem proper for such user by the Company, and may fix the charges to be made in respect thereof, and the charges and expenses of that Board shall be paid by the Company and the Shrewsbury and Hereford Railway Company, or by such of them and in such proportions as the said Board may determine.

Board of Trade to decide if Companies fail to agree.

Terms for the Use of a Station.

Dundalk and Enniskillen Railway Extension Act, 1855, 18 & 19 *Vict. c.* 105. *ss.* 46, 47, 48, 49.

The Company and their assigns may run and pass over and into, work and use, with the engines and carriages belonging to and employed by them, any station which may be constructed by the Midland Great Western Railway of Ireland Company at or near the town of Cavan, and the sidings, watering places, watering engines, and other works and conveniences of and in such station or connected therewith; and the owners of such station shall permit the Company and their assigns so to do, and shall afford all reasonable accommodation and facilities thereat, for the reception, transmission, booking, protection, and conveyance of all passengers and goods passing or being about or intended to pass to or from the railways by this Act authorized; and the expenses incurred by the owners of that station in providing or giving such accommodation and facilities shall be repaid by the Company.

Power to use station of Midland Great Western Company.

All questions or differences which may arise between the Company and the Midland Great Western Railway of Ireland Company with reference to the nature and extent of the accommodation and facilities to be afforded as aforesaid, and the terms and conditions to be observed by the Company for or in respect of the use of the station before specified, and of the works and conveniences connected therewith, and the amount of expenses to be paid by the Company for the accommodation and facilities afforded at that station, and with reference to any matters of detail

Differences to be settled by the Board of Trade.

* Similar clause in the Bristol and Exeter Railway Act, 18 Vict. c. 63.

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connected therewith, shall from time to time be settled and determined by the Board of Trade, or by an arbitrator to be appointed by that Board, either of whose decision shall be binding and conclusive on both the parties in dispute; and the costs and expenses of the Board of Trade and of every such arbitrator shall be defrayed by such one of the parties in dispute, or by both of them, and in such proportions, as that Board or such arbitrator shall appoint; and either of the said Companies who shall refuse or neglect to perform, observe, and conform to any decision given or rule or regulation made by the Board of Trade or by such arbitrator as aforesaid shall forfeit and pay any sum not exceeding one hundred pounds for every such offence, and fifty pounds for every day during which such offence shall continue.

Use of Railway or Station by other Companies.

Power to Midland Great Western Company to use stations of the Company.

The Midland Great Western Railway of Ireland Company and their assigns may run and pass over and into, work and use, with the engines and carriages belonging to and employed by them, any station which may be constructed by the Company at or near the town of Cavan, and the sidings, watering places, watering engines, and other works and conveniences of and in such station or connected therewith; and the owners of such station shall permit the Midland Great Western Railway of Ireland Company and their assigns so to do, and shall afford all reasonable accommodation and facilities thereat, for the reception, transmission, booking, protection, and conveyance of all passengers and goods passing or being about or intended to pass to or from the railways by this Act authorized; and the expenses incurred by the owners of that station in providing or giving such accommodation and facilities shall be repaid by the Midland Great Western Railway of Ireland Company.

Differences to be settled by the Board of Trade.

All questions or differences which may arise between the Midland Great Western Railway of Ireland Company and the Company with reference to the nature and extent of the accommodation and facilities to be afforded as last aforesaid, and the terms and conditions to be observed by the Midland Great Western Railway of Ireland Company, for or in respect of the use of the station lastly before specified, and of the works and conveniences connected therewith, and the amount of expenses to be paid by the last-mentioned Company for the accommodation and facilities afforded at that station, and with reference to any matters of detail connected therewith, shall from time to time be settled and determined by the Board of Trade, or by an arbitrator to be appointed by that Board, either of whose decision shall be binding and conclusive on both the parties in dispute; and the costs and expenses of the Board of Trade and of every such arbitrator shall be defrayed by such one of the parties in dispute, or by both of them, and in such proportions, as that Board or such arbitrator shall appoint; and either of the said Companies who shall refuse or neglect to perform, observe, and conform to any decision given or rule or regulation made by the Board of Trade or by such arbitrator as aforesaid shall forfeit and pay any sum not exceeding one hundred pounds for every such offence, and fifty pounds for every day during which such offence shall continue.

Staines, Wokingham, and Woking Railway Amendment Act, 1855, 18 & 19 *Vict. c.* 139. *ss.* 10. 11.

Declaring intent of firstly-recited Act as to use of Reading, &c. railway.

And whereas by the said "Staines, Wokingham, and Woking Railway Act, 1853," section 53, it is enacted, that the Company may, and that the Company to whom the line of the Reading, Guildford, and Reigate Railway shall for the time being belong shall permit the Company to run and pass over, and to work and use, with their own engines and carriages using or passing over the railway by that Act authorized, so much of the line of the Reading, Guildford, and Reigate Railway as is situate between the point of junction of the railway by that Act authorized, with the Reading, Guildford, and Reigate Railway, and the terminus of the said last-mentioned railway in the town of Reading in the county of Berks, or any part of such portion of the said line of railway, and the stations, sidings, watering places, and other conveniences connected therewith: and whereas by the same Act, section 54, provision was made for the settlement of differences arising between the said Companies as to the tolls, charges, or other consideration to be paid, and the terms and conditions to be observed, for and in respect of the working and use of the said portion of railway, works, and conveniences, or as to the amount of certain expenses: And whereas by "The South Eastern Railway (Reading Extension) Act, 1853," passed in the same session of Parliament as the Staines, Wokingham, and Woking Railway Act, the South Eastern Railway Company (the then and present owners of the line of the Reading, Guildford, and Reigate Railway) were empowered to make a railway, with a station and all proper works and conveniences connected therewith, commencing from and out of the Reading, Guildford, and Reigate Railway in the parish of Saint Lawrence Reading in the county of Berks, and terminating at or near the existing station of the Great Western Railway Company in the same parish: be it enacted, that the 53rd and 54th sections of "The Staines, Wokingham, and Woking Railway Act, 1853," shall be read and construed as though at the time of the passing of the last-mentioned Act the railway station and works by "The South Eastern Railway (Reading Extension) Act, 1853," authorized to be made had formed part of the said Reading, Guildford, and Reigate Railway, situate between the point of junction therewith of the Staines, Wokingham, and Woking Railway in the parish of Wokingham, and the terminus of the said Reading, Guildford, and Reigate Railway in the town of Reading in the county of Berks: Provided always, that the Board of Trade shall, if requested by the South Eastern Railway Company, within twelve months from the opening of the new station, determine what proportion of the expenses of forming the new station shall be defrayed by the Company.

As to use of approach road at Reading.

And whereas by the "South Eastern Railway (Reading Extension) Act, 1853," the South Eastern Railway Company were authorized to use a certain approach road referred to in that Act for the purpose of any traffic passing to or from any station to be constructed under the authority of that Act, near the station of the Great Western Railway Company, upon such terms and conditions as, in case of difference between the said South Eastern Railway Company and the said Great Western Railway Company, should be prescribed by the Board of Trade or an arbitrator to be appointed by that Board: be it enacted, that it shall be lawful for the Company, and for their lessees, passengers, and traffic, to use the said approach road so authorized to be used by the said South Eastern Railway Company as aforesaid, upon such terms and conditions as, in case of difference between the Company and the Great Western Railway Company, shall be prescribed by the Board of Trade or by an arbitrator to be appointed by that Board at the costs of the Company.

Severn Valley Railway Act, 1855, 18 & 19 *Vict. c.* 183. *ss.* 80, 81.

The four specified Railway Companies to give Company accommodation at the common station at Shrewsbury.

The four specified Railway Companies shall make all arrangements at the passenger station at Shrewsbury belonging jointly to them which may be necessary for the booking and reasonable accommodation of the passenger traffic coming to or from the Severn Valley Railway, on payment of such charges, rent, or consideration as may from time to time be agreed upon between the Company and the said four specified Railway Companies; and if at any time a difference shall arise as to the nature and extent of the accommodation to be afforded by the said four specified Railway Companies, or as to such charges, rent, or other consideration, the Board of Trade, on the application of the Company, may from time to time make and enforce such orders and regulations as to that Board seem proper in regard to the accommodation to be afforded by the said four specified Railway Companies as aforesaid, and may fix the charges to be made in respect thereof, and the costs incurred by the Board of Trade shall be paid by the Company and the four specified Railway Companies, or by such of them and in such proportions as the Board may determine.

Shrewsbury and Hereford Railway Company to give Company accommodation at their goods station at Shrewsbury.

The Shrewsbury and Hereford Railway Company shall afford such accommodation at the goods station at Shrewsbury belonging to that Company which may be necessary for the reasonable accommodation of the goods traffic coming to or from the Severn Valley Railway, on payment of such charges, rent, or consideration as may from time to time be agreed upon between the Company and the said Shrewsbury and Hereford Railway Company; and if at any time a difference shall arise as to the nature and extent of the accommodation to be afforded by the said Shrewsbury and Hereford Railway Company, or as to such charges, rent, or other consideration, the Board of Trade, on the application of the Company, may from time to time make and enforce such orders and regulations as to that Board seem proper in regard to the accommodation to be afforded by the said Shrewsbury and Hereford Railway Company as aforesaid, and may fix the charges to be made in respect thereof, and the costs incurred by the Board of Trade shall be paid by the Company and the said Shrewsbury and Hereford Railway Company, or by such of them and in such proportion as the Board may determine.

Bye-laws for Regulation of Trains.

REGULATION OF TRAINS.

Severn Valley Railway Act, 1855, 18 & 19 *Vict. c.* 183. *s.* 79.

Company to be subject to the byelaws, &c. of the Shrewsbury and Hereford Railway Company.

The times at which and the manner in which the trains of the Company shall run upon such part of the Shrewsbury and Hereford Railway as aforesaid shall be subject to the byelaws and regulations of the Shrewsbury and Hereford Railway Company, but in the event of objection by the Company to any of the said byelaws and regulations as affecting

them, or in the event of difference between the Company and the Shrewsbury and Hereford Railway Company as to the time or manner of running such trains, or as to the said byelaws and regulations as affecting the Company, such objection or difference shall be settled by the Board of Trade on the application of either of the said Companies.

South Western Railway Capital and Works Act, 1855, 18 & 19 *Vict. c.* 188. *s.* 10.

Bye Laws for Regulation of Trains.

And whereas the Wilts, Somerset, and Weymouth Railway, which is now vested in the Great Western Railway Company, will terminate on the western side of Fisherton Street in or near the City of Salisbury: and whereas the Basingstoke and Salisbury Extension Railway is intended to be carried across the said street, upon the level thereof, at a point closely adjoining the intended Salisbury Station of the said Wilts, Somerset, and Weymouth Railway: Be it therefore enacted, that proper rules and regulations shall be from time to time made and entered into by and between the London and South Western Railway Company and the said Great Western Railway Company with reference to the times at which their respective trains shall arrive and depart, and otherwise with reference to the crossing of the said road by the engines and carriages of the said London and South Western Railway Company, so as to prevent as far as may be any interruption of traffic resorting to the said station of the Wilts, Somerset, and Weymouth Railway, and particularly at the times appointed for the arrival and departure of trains at and from the same; and if any dispute shall arise between the said companies as to the rules and regulations to be made with reference to the matters aforesaid, such rules and regulations, together with proper security for enforcing conformity thereto, shall be from time to time settled by the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, and shall be binding upon both the said Companies.

Regulations as to the crossing of the Fisherton Turnpike Road.

TRAFFIC ARRANGEMENTS.

Traffic Arrangements.

Bridport Railway Act, 1855, 18 *Vict. c.* 11. *ss.* 44, 45, 48.

Power for the Great Western and Bridport Railway Companies to enter into traffic arrangements.

The Great Western Railway Company and the Bridport Railway Company may from time to time enter into agreements for all or any of the following purposes; (that is to say,)

The use and working by the Great Western Railway Company of all or any part of the railway, and the use of the works and conveniences belonging thereto:

The conveyance by the Great Western Railway Company of the whole or any part of the traffic upon the railway:

The division and apportionment of such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The use or purchase by the Great Western Railway Company of the rolling or working stock belonging to the Company, or any part of such stock:

The management, maintenance, and repair of the railway:

The costs and expenses of such working, management, maintenance, and repairs:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the Wilts, Somerset, and Weymouth Railway, or other railways of the Great Western Railway Company, to and along the railway, or any part thereof, or which may be conveyed upon and from the railway to and along the Wilts, Somerset, and Weymouth Railway, or other railways of the Great Western Railway Company, or any part of such railway or railways:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways, or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them by virtue of such agreement.

Duration of agreement to be approved by Board of Trade.

Agreements not to affect persons not parties thereto.

No such agreement shall be for more than ten years, nor shall have any operation until the same shall have been approved of by the Board of Trade, nor shall in any manner alter any of the tolls, rates, or charges which the said companies shall for the time being be respectively authorized to demand from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which it may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as if no such agreement had been entered into; but the said board shall not approve such agreement without being satisfied that the same has been assented to by a majority of three fifths of the votes of the shareholders of the several Companies parties thereto, present personally or by proxy at a meeting of each of such Companies specially convened for that purpose.

Agreement may be renewed with the approval of the Board of Trade after public notice has been given.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the said purposes; but before such Companies shall enter into any such further agreement, notice thereof shall be given by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published in the county of Dorset, and in some morning daily newspaper published in London; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement and desiring to object thereto may bring such objections before the Board of Trade, and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Jedburgh Railway Act, 1855, 18 *Vict. c.* 30. *ss.* 43, 44, 46.

Arrangements with the North British Railway Company.

Subject to the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," the Company and the North British Railway Company may from time to time enter into agreements with respect to the following purposes or any of them; (that is to say,)

The use and working by the North British Railway Company of all or any part of the railway hereby authorized to be made, and the use of the works and conveniences belonging thereto:

The conveyance by the North British Railway Company of the whole or any part of the traffic upon the railway:

The management, maintenance, and repair of the railway:

The costs and expenses of such working, management, maintenance, and repair:

The regulation of trains to be run between Jedburgh and the Roxburgh and other stations on the North British Railway and Branches, and the fixing of the tolls, rates, and charges in respect of the traffic on the railways between those places, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to the respective Companies:

The collection, taking, and levying of the said tolls, rates, and charges:

The division and apportionment between the said Companies of the tolls and receipts arising from traffic between Jedburgh and Roxburgh on the railway hereby authorized:

Provided always, that in the event of such agreement being entered into, and during the continuance thereof, the railway hereby authorized shall be worked as part of the North British Railway; and all tolls and rates on traffic passing on the railway hereby authorized, to or from the North British Railway, shall be charged and levied as if the said railway formed part of the North British Railway.

Duration of agreement and to be approved by the Board of Trade.

Any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade, and no such agreement shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons or Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the Board of Trade

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Traffic Arrangements.

shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the said Companies in special meeting assembled for that purpose.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of the said Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid: provided always, that before the said Companies shall enter into any such further agreement as aforesaid they shall respectively give notice of their intention to enter into such agreement, by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in a newspaper published in Edinburgh and a newspaper published in the county of Roxburgh; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement inoperative until approved by the Board of Trade.

Llynvi Valley Railway Act, 1855, 18 *Vict. c.* 50. *s.* 108.

The Company and the South Wales Railway Company to enter into mutual arrangements for working the lines.

That it shall be lawful for the Company and the South Wales Railway Company to enter into mutual arrangements and agreements, either temporary or permanent, with reference to the management or working of and with reference to the carrying on or conduct of the traffic by or upon or arising from the railways and other the undertaking of the Company by this Act authorized, or any part or parts thereof respectively, and also with reference to the working, management, use, supervision, maintenance, and repairs of the same undertaking and the works connected therewith, or any of them, or any part or parts thereof, and also with reference to the payment or contribution by or between the said two Companies or of or by the one of them to the other of them of or towards the costs, charges, and expenses of such management, working, carrying on, use, supervision, maintenance, and repairs respectively, or with reference to all or any of such several matters, and also with reference to the rates, tolls, and charges to be charged or taken by both or either of the said two Companies, (not exceeding the maximum rates, tolls, and charges authorized by any Acts relating to such railways and undertakings respectively,) and also with reference to the division and apportionment between the said two Companies of such rates, tolls, and charges, and if thought desirable by the said two Companies so to do, then to appoint and from time to time continue a joint committee of management, and to intrust to such committee all or such of the powers vested in the said two Companies or either of them as may be thought fit, and as such Companies may mutually agree to intrust to such joint committee, and generally to make and enter into such arrangements and agreements for or in respect of all such other matters and things as may be considered necessary or desirable for the mutual convenience, advantage, and accommodation of the same two Companies with reference to the said undertaking or any part or parts thereof, and the traffic thereof and receipts therefrom respectively, and the same agreements, with the assent of the said two Companies, or the Directors thereof for the time being, from time to time to alter and vary as occasion may require; provided always, that any such arrangement and agreement, if made for a longer period than ten years, shall be subject to the revision of the Board of Trade at the expiration of every ten years from the making thereof, and that Board may by notice in writing to the said Companies, or either of them, given within six months after the expiration of any of the said periods of ten years, declare such arrangement and agreement void at the expiration of one year from the date of such notice, unless the said Companies shall under their common seals, within such last-named period, consent to be bound by such conditions and modifications as such Board may deem necessary or expedient, and may define in such notice.

Company may contract with the Great North of Scotland Railway Company as to joint use of railway.

Banff, Macduff, and Turriff Junction Railway Act, 1855, 18 *Vict. c.* 57. *s.* 39.

It shall be lawful for the Company from time to time to contract and agree with the Great North of Scotland Railway Company for or in respect of the working and the joint use of the railway hereby authorized, and for or in respect of the interchange of traffic, and the division and appropriation of the tolls, rates, and charges in respect thereof, and any matter incidental thereto: provided always, that such contract or agreement shall be approved by the Board of Trade, and in the first instance shall not be in force for more than ten years, but on the expiration of such contract or agreement, and also on the expiration of any renewed contract or agreement, it shall be lawful for either Company, upon giving one month's previous notice of such application in an Edinburgh and also in an Aberdeenshire paper, to apply to the Board of Trade for their consent to a renewal of any such contract or agreement, and upon such consent being obtained it shall be lawful for the Companies to make and enter into any new contract or agreement for the purposes aforesaid, subject nevertheless to such terms and conditions as may be prescribed by the Board of Trade: Provided always, that the Board of Trade shall not approve of any such renewed contract or agreement without being satisfied that the same has been assented to by the votes of three fifths of the shareholders of each of the said Companies in special meeting assembled for that purpose; provided also, that no such contract or agreement shall empower either of the said Companies to take any higher tolls than they would be empowered to take if there was no such contract or agreement.

Company may contract with the Great North of Scotland Railway Company as to use and working of railway.

Inverury and Old Meldrum Junction Railway Act, 1855, 18 *Vict. c.* 65. *s.* 48.

That it shall be lawful for the Company from time to time to contract and agree with the Great North of Scotland Railway Company for or in respect of the working or use of the railway hereby authorized, and for or in respect of the interchange of traffic, and the division and appropriation of the tolls, rates, and charges in respect thereof, and any matter incidental thereto: provided always, that such contract or agreement shall be approved by the Board of Trade, and that no such contract or agreement shall be in force for more than ten years; but on the expiration of such contract or agreement, and also on the expiration of any renewed contract or agreement, it shall be lawful for either Company, upon giving one month's previous notice of such application in an Edinburgh and also in an Aberdeenshire paper, to apply to the Board of Trade for their consent to a renewal of any such contract or agreement; and upon such consent being obtained it shall be lawful for the Companies to make and enter into any new contract or agreement for the purposes aforesaid, subject nevertheless to such terms and conditions as may be prescribed by the Board of Trade: provided also, that the Board of Trade shall not approve any such contract or agreement without being satisfied that the same has been assented to by the votes of three fifths of the shareholders of each of the said Companies in special meeting assembled for that purpose: provided always, that no such contract or agreement shall empower either of the said Companies to take any higher tolls than they would be empowered to take if there was no such contract or agreement.

The Company and the Great Western Railway Company may enter into mutual arrangments for working the line.

Abingdon Railway Act, 1855, 18 *Vict. c.* 69. *s.* 25.

That it shall be lawful for the Company and the Great Western Railway Company to enter into mutual arrangements and agreements, either temporary or permanent, with reference to the management or working of the railway by this Act authorized, and the carrying on or conduct of the traffic by or upon or arising from such railway, and also with reference to the working, management, use, maintenance, and repairing thereof, and also with reference to the payment or contribution, by or between the said two Companies, or of or by the one of them to the other of them, of or towards the costs, charges, and expenses of such management, working, carrying on, use, maintenance, and repairs respectively, or with reference to any such matters, and also with reference to the rates, tolls, and charges to be charged or taken by both or either of the said two Companies (not exceeding the maximum rates, tolls, and charges authorized by this act), and also with reference to the division and apportionment between the said two Companies of such rates, tolls, and charges; and it shall also be lawful for the said two Companies to appoint and from time to time to continue a joint committee of management, and to entrust to such committee any of the powers vested in the said two Companies or either of them, and generally from time to time to make and enter into such arrangements and agreements as they may think fit with reference to the matters aforesaid or any of them: Provided always, that any such arrangement and agreement, if made for a longer period than ten years, shall be subject to the revision of the Board of Trade at the expiration of every ten years from the making thereof, and that the Board may, by notice in writing to the said Companies or either of them, given within six months after the expiration of any of the said periods of ten years, declare such arrangement and agreement void at the expiration of one year from the date of

such notice, unless the said Companies shall, under their common seals, within such last-named period, consent to be bound by such conditions and modifications as such Board may deem necessary or expedient, and may define in such notice.

Limerick and Castleconnell Railway Act, 1855, 18 & 19 *Vict. c.* 76. *ss.* 53, 54, 57.

The Limerick and Castleconnell Railway Company and the Waterford and Limerick Railway Company may from time to time enter into agreements with respect to the following purposes or any of them; (that is to say,)

The use and working by the Waterford and Limerick Railway Company of all or any part of the railway of the Limerick and Castleconnell Railway Company, and the use of the works and conveniences belonging thereto :

The conveyance by the Waterford and Limerick Railway Company of the whole or any part of the traffic upon the said railway :

The division and apportionment of such traffic between the said Companies :

The supply of any rolling or working stock required for such purposes :

The management, maintenance, and repair of the said railway :

The costs and expenses of such working, management, maintenance, and repair:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the Waterford and Limerick Railway to and along the Limerick and Castleconnell Railway or any part thereof, or which may be conveyed upon and from the Limerick and Castleconnell Railway to and along the Waterford and Limerick Railway or any part thereof :

The collection, delivery, and general conduct of such traffic :

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively :

The collection, taking, and levying of the said tolls, rates, and charges :

The division between the said Companies of the receipts arising from the traffic upon their respective railways or any part thereof respectively, subject to any deductions to be made therefrom or any rent or other consideration to be paid by either of the said Companies to the other of them by virtue of the said agreement.

Power for the Waterford and Limerick and Limerick and Castleconnell Railway Companies to enter into traffic arrangements.

Any such agreement shall not be for more than ten years ; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade ; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into ; provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

Duration of agreement to be approved by the Board of Trade.

Agreements not to affect persons not parties thereto.

At the expiration of the said agreement, the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid ; provided that before such Companies shall enter into such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated ; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade ; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement may be renewed, with the approval of the Board of Trade.

Public notice to be given of the intention to enter into agreements.

Agreement inoperative until approved by the Board of Trade.

Dundalk and Black Rock Railway Act, 1855, 18 & 19 *Vict. c.* 88. *ss.* 38, 39. 41.

The Company and the Dundalk and Enniskillen Railway Company may from time to time enter into agreements with respect to the following purposes, or any of them ; (that is to say,)

The use and working by the Dundalk and Enniskillen Railway Company of all or any part of the railway of the Company, and the use of the works and conveniences belonging thereto :

The conveyance by the Dundalk and Enniskillen Railway Company of the whole or any part of the traffic upon the railway :

The division and apportionment of such traffic between the said Companies :

The supply of any rolling or working stock required for such purposes :

The management, maintenance, and repair of the railway :

The costs and expense of such working, management, maintenance, and repairs :

The collection, delivery, and general conduct of such traffic :

The collection, taking, and levying of the tolls, rates, and charges arising on the railway :

The division between the said Companies of the receipts arising from the traffic upon the railway, or any part thereof, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreement.

Power to enter into traffic arrangements with Dundalk and Enniskillen Railway Company.

Any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade ; and no such agreement as aforesaid shall in any manner increase any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company ; but all other Persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon terms and conditions at least as favourable, and on payment of tolls, rates, and charges at least on as low a scale, as they would have been in case no such agreement had been entered into : provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by a majority of not less than three fifths of the votes of the shareholders of the several Companies parties thereto, in special meeting assembled for that purpose.

Duration of agreement, which shall be approved by the Board of Trade, but not to affect persons not parties thereto.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid : provided, that before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated ; and every such notice shall set forth within what time and in what manner any company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade, and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement may be renewed, with approval of the Board of Trade, but notice shall be given of intended agreements.

North Yorkshire and Cleveland Railway Act, 1855, 18 & 19 *Vict c.* 116. *ss.* 28, 29. 31.

That the North-eastern Railway Company and the West Hartlepool Harbour and Railway Company, or either of them, and the North Yorkshire and Cleveland Railway Company, may from time to time enter into agreements with respect to the following purposes or any of them ; (that is to say,)

Powers to enter into agreements as to traffic arrangements, &c.

The use and working by the North-eastern Railway Company and the West Hartlepool Harbour and Railway Company, or either of them, of all or any part of the railways of the North Yorkshire and Cleveland Railway Company, and the use of the works and conveniences belonging thereto :

The conveyance by the North-eastern Railway Company, and the West Hartlepool Harbour and Railway Company, or either of them, of the whole or any part of the traffic upon the said Railways :

The division and apportionment of such traffic between the said Companies :

Appendix No. 5.

CLAUSES IN RAILWAY ACTS. SESSION 1855.

Traffic Arrangements.

The supply of any rolling or working stock required for such purposes :
The use or purchase by the North-eastern Railway Company and the West Hartlepool Harbour and Railway Company, or either of them, of the rolling or working stock belonging to the North Yorkshire and Cleveland Railway Company, or any part thereof :
The management, maintenance, and repair of the said railways :
The costs and expenses of such working, management, maintenance, and repairs :
The forwarding, interchange, and transmission, upon or over the respective railways of the said Companies, of any passenger or other traffic which may be conveyed upon and from the railways of the North-eastern Railway Company and the West Hartlepool Harbour and Railway Company, or either of them, to and along the North Yorkshire and Cleveland Railways or any part thereof, or which may be conveyed upon and along the North Yorkshire and Cleveland Railways to and along the North-eastern Railways and the West Hartlepool Railways, or either of them, or any part thereof :
The collection, delivery, and general conduct of such traffic :
The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively :
The collection, taking, and levying of the said tolls, rates, and charges :
The division between the said Companies of the receipts arising from the traffic upon their respective railways or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreements.

Duration of agreement, which is to be approved by Board of Trade.

That any such agreement shall not be for more than ten years ; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade ; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or persons or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into : provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

Agreements not to affect persons not parties thereto.

Agreement may be renewed, with the approval of the Board of Trade, but public notice to be given of the same.

That at the expiration of the said agreement or of any future agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may from time to time enter into a further agreement for not more than ten years from the expiration of the preceding agreement, for all or any of the purposes aforesaid : provided, that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement, by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated, and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade ; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement inoperative until approved by the Board of Trade.

Aberdare Valley Railway Act, 1855, 18 & 19 *Vict. c.* 120. *ss.* 37, 38, 39.

Power for the Company and the Vale of Neath Railway Company to enter into traffic arrangements.

The Company and the Vale of Neath Railway Company may from time to time enter into agreements with respect to the following purposes or any of them ; (that is to say,)
The use and working by the Vale of Neath Railway Company of all or any part of the railway, and the use of the works and conveniences belonging thereto :
The conveyance by the Vale of Neath Railway Company of the whole or any part of the traffic upon the railway :
The supply of any rolling or working stock required for such purposes :
The management, maintenance, and repair of the railway :
The costs and expenses of such working, management, maintenance, and repair :
The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic from, to, and along the railway :
The collection, delivery, regulation, and general conduct of such traffic :
The collection and appropriation between the said Companies of the tolls arising from the traffic upon their respective railways or any part thereof respectively, subject to any deductions to be made therefrom, or any periodical remuneration or other consideration to be paid by either of the said Companies to the other of them by virtue of the said agreement.

Duration of agreement, which shall be approved by Board of Trade, and not to affect persons not parties thereto.

Provided always, that any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade, and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall or the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into : provided also, that the said Board shall not approve of such agreement without being satisfied that the same has been duly assented to by shareholders of the Vale of Neath Railway Company in special meeting assembled for that purpose, either before or after the passing of this Act, and holding at least three fifths of the paid-up capital of that Company represented at such meeting personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by shareholders in the Company in special meeting assembled for the like purpose after the passing of this Act, and holding at least three fifths of the paid-up capital of the Company represented at such meeting, personally or by proxy, such shareholders being qualified to vote thereat in right of such capital.

Agreement may be renewed with the approval of the Board of Trade, after public notice given of the intention to enter into the same.

At the expiration of the said agreement, the said Companies, with such respective consent as aforesaid in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid ; provided, that any such further agreement shall not be for more than ten years, and that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisement in a form to be approved of by the Board of Trade inserted once in each of two successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated ; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade ; and no such agreement shall be valid at law or in equity until the same shall have been approved by the Board of Trade : provided always, that no such contract or agreement shall have any operation or effect unless and until the same shall have been submitted to and approved by shareholders of the Vale of Neath Railway Company in special meeting assembled for that purpose, and holding at least three fifths of the paid-up capital of that Company represented at such meeting personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by shareholders in the Company at a meeting of the Company specially convened for that purpose, and holding at least three fifths of the paid-up capital of the Company represented at such meeting, personally or by proxy, such shareholders being qualified to vote at such meeting in respect of such capital ; and every such meeting shall be convened by advertisements inserted for two successive weeks in a morning newspaper published in London, and in some newspaper of the county in which the principal office of each Company which may be a party to such agreement shall be situate.

Agreement inoperative until approved by the Board of Trade.

Meeting how to be convened.

Exeter and Exmouth Railway Act, 1855, 18 & 19 *Vict. c.* 122. *ss.* 54. 58. 60.

Power for the Company to enter into traffic arrangements with the South Devon and Bristol and Exeter Railway Companies.

It shall be lawful for the Company and the South Devon Railway Company respectively, and for the Company and the Bristol and Exeter Railway Company respectively, from time to time to enter into agreements with respect to the following purposes, or any of them ; (that is to say,)

" The use and working by the South Devon Railway Company or the Bristol and Exeter Railway Company (as the case may be) of all or any part of the Railways by this Act authorized, and the use of the works and conveniences belonging thereto :

" The conveyance by the South Devon Railway Company or by the Bristol and Exeter Railway Company of the whole or any part of the traffic upon the said railways :

" The division and apportionment of such traffic between the said Companies :

" The supply of any rolling or working stock required for such purposes :

" The use or purchase by the South Devon Railway Company or by the Bristol and Exeter Railway Company of the rolling or working stock belonging to the Company hereby incorporated, or any part thereof :

" The management, maintenance, and repair of the said railways :

" The costs and expenses of such working, management, maintenance, and repair :

" The forwarding, interchange, and transmission upon or over the respective railways of the said Companies parties to the agreement of any passenger or other traffic which may be conveyed upon and from the South Devon Railway or Bristol and Exeter Railway (as the case may be) to and along the railways hereby authorized or any part thereof, or which may be conveyed upon and from the railways hereby authorized, or either of them, to and along the South Devon Railway, or any part thereof, or the Bristol and Exeter Railway, or any part thereof (as the case may be) :

" The collection, delivery, and general conduct of such traffic :

" The fixing of the tolls, rates, and charges to be levied or taken by the Companies parties to the agreement in respect of the traffic conveyed over the several railways, or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively :

" The collection, taking, and levying of the said tolls, rates, and charges :

" The division between the Companies parties to the agreement of the receipts arising from the traffic upon their respective railways, or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreement."

Duration of agreement.

Any such agreement shall not be for more than ten years ; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade ; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the Companies parties to the said agreement shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company ; but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into : provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by not less than three fifths of the votes of the shareholders of the several Companies parties thereto present in person or by proxy at special meetings assembled for that purpose.

To be approved by Board of Trade.

Agreements not to affect persons not parties thereto.

Agreement may be renewed with the approval of the Board of Trade, after public notice given.

Agreement to be approved by the Board of Trade.

At the expiration of the said agreement the Companies parties thereto, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid ; provided that, before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper, published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated ; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade ; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Fife and Kinross Railway Act, 1855, 18 & 19 *Vict. c.* 127. *ss.* 38, 39, 42.

Providing for agreements for working the railway.

The Company, and the Edinburgh, Perth, and Dundee Railway Company, may from time to time enter into agreements with respect to the following purposes or any of them ; (that is to say,)

The use and working by the Edinburgh, Perth, and Dundee Railway Company of all or any part of the railway of the Company, and the use of the works and conveniences belonging thereto :

The conveyance by the Edinburgh, Perth, and Dundee Railway Company of the whole or any part of the traffic upon the said railway :

The division and apportionment of the tolls, charges, or revenues accruing from such traffic between the said Companies :

The supply of any rolling or working stock required for such purposes :

The use by the Edinburgh, Perth, and Dundee Railway Company of the rolling or working stock belonging to the Company or any part thereof :

The management, maintenance, and repair of the said railway :

The costs and expenses of such working, management, maintenance, and repairs :

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the railway hereby authorized, to and along the Edinburgh, Perth, and Dundee Railway or any part thereof, or which may be conveyed upon and from the Edinburgh, Perth, and Dundee Railway to and along the railway hereby authorized, or any part thereof.

The collection, delivery, and general conduct of such traffic :

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively :

The collection, taking, and levying of the said tolls, rates, and charges :

The division between the said Companies of the receipts arising from the traffic upon their respective railways or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreement.

Duration of agreement to be approved by Board of Trade.

Any such agreement shall not be for more than ten years ; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade ; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into : provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by three fifths of the votes of the shareholders of the several Companies parties thereto, present, personally or by proxy, in special meeting assembled for that purpose.

Agreement not to affect persons not parties thereto.

Agreement not to be approved without assent of shareholders.

Agreement may be renewed, with the approval of the Board of Trade.

At the expiration of the said agreement the said Companies, with the consent in special meeting of three fifths of the votes of the shareholders present, personally or by proxy, of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid ; provided, that before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of two successive weeks in some newspaper published or circulating in the county of Fife and in Edinburgh ; and every such notice shall set forth within what time and in what manner any company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade ; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Notice to be given of the intention to enter into agreements.

Agreement inoperative until approved by the Board of Trade.

Appendix No. 5.

CLAUSES IN RAILWAY ACTS. SESSION 1855.

Traffic Arrangements.

Luton, Dunstable, and Welwyn Junction Railway Act, 1855, 18 & 19 *Vict. c.* 146. *ss.* 48, 49.

Power to enter into agreement with Companies for the use of the railways.

That it shall be lawful for the Company hereby incorporated from time to time to make and enter into contracts or agreements with the Great Northern Railway Company, the London and North Western Railway Company, and the Hertford and Welwyn Junction Railway Company, or either of them, which contracts or agreements the said last-named Companies or any of them are hereby empowered to enter into, for the use by such Companies or either of them of the said railways hereby authorized to be constructed, or any part or parts thereof respectively, together with the stations, warehouses, works, and conveniences belonging thereto, or any of them, or any part or parts thereof, subject to such reasonable regulations and upon such terms and conditions as may from time to time be mutually agreed upon: provided always, that such contracts or agreements shall in no case be for a longer term than ten years from the making or entering into the same, and no such contracts or agreements shall have any operation until the same shall have been approved by the Board of Trade, which Board shall not approve of the same without being satisfied that the same has been assented to by three fifths of the shareholders of the Company in special meeting assembled for that purpose: provided also, that if the railway hereby authorized to be made shall be worked by either the Great Northern, London and North Western, or the Hertford and Welwyn Junction Railway Company, it shall not be lawful for either of the three last-named Companies to demand or take any greater tolls, rates, or charges in respect of the said railway than they are entitled to charge, and do in fact at the time being receive, on their own undertaking respectively.

Agreement may be renewed with approval of Board of Trade and three fifths of shareholders.

At the expiration of any such contracts or agreements it shall be lawful for the Company hereby incorporated, with the consent in special meeting of the shareholders of the Company, and subject to the approval of the Board of Trade, to renew such contracts or agreements, or any or either of them; provided, that before the Company shall enter into any such further contracts or agreements, notice of the intention to enter into the same shall be given by advertisement, in a form to be approved by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway to which such proposed contracts or agreements relate is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed contracts or agreements, and desiring to object thereto, may bring such objections before the Board of Trade; and no such contracts or agreements shall be valid at law or in equity until the same shall have been approved by the Board of Trade as aforesaid.

Carlisle and Silloth Bay Railway and Dock Act, 1855, 18 & 19 *Vict. c.* 153. *ss.* 53, 54. 56.

Power for the Port Carlisle and Silloth Bay Railway Companies to enter into agreements for certain purposes.

That the Port Carlisle Dock and Railway Company and the Carlisle and Silloth Bay Railway and Dock Company may from time to time enter into agreements with respect to the following purposes, or any of them; that is to say,

The use and working by the Port Carlisle Dock and Railway Company of all or any part of the Carlisle and Silloth Bay Railway, and the use of the works and conveniences belonging thereto:

The use and working by the Carlisle and Silloth Bay Railway and Dock Company of all or any part of the Port Carlisle Railway, and the use of the works and conveniences belonging thereto:

The conveyance by either of the said Companies upon their own line of railway of the whole or any part of the traffic upon the railway of the other of the said Companies:

The division and apportionment in either case of such traffic between the said Companies:

The supply of any rolling or working stock required by either Company for such purposes:

The use or purchase by either of the said Companies of any rolling or working stock belonging to the other of them, or any part thereof:

The management, maintenance, and repair of the railway so agreed to be worked:

The costs and expenses of such working, management, maintenance, and repairs:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the railway of either Company, or any part thereof, to and along the railway of the other Company, or any part thereof:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed on their several railways, or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to the said railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways, or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreement.

Duration of such agreement, which must be approved by Board of Trade; not to affect persons not parties thereto.

That any such agreement shall not be for more than ten years; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other company, but all other persons and companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

Agreement may be renewed, with the approval of the Board of Trade, but public notice must be first given.

That at the expiration of the said agreement or of any future agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may from time to time enter into a further agreement for not more than ten years from the expiration of the preceding agreement, for all or any of the purposes aforesaid; provided, that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisements in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement not valid until approved.

East of Fife Railway Act, 1855, 18 & 19 *Vict. c.* 165. *ss.* 53, 54. 57.

Provision for working agreements with Edinburgh, Perth, and Dundee and Leven Railway Companies.

It shall be lawful for the Edinburgh, Perth, and Dundee Railway Company, and the Leven Railway Company, or either of them, and the Company hereby incorporated, to make, enter into, and complete such contracts and agreements or arrangements as may by them be deemed necessary and advisable with respect to all or any of the following purposes; (that is to say,)

The use and working by the Company hereby incorporated of the Leven Railway, and the conveyance by the said Company of the whole or any part of the traffic upon or over the said Leven Railway, on such terms as may be mutually agreed upon:

The use and working by the said Edinburgh, Perth, and Dundee Railway Company, and Leven Railway Company, or either of them, of the railway by this Act authorized, and the conveyance by the said Edinburgh, Perth, and Dundee Railway Company, and Leven Railway Company, or either of them, of the traffic upon or over the said railway:

The management, maintenance, and repair of such of the said railways as may be used and worked as aforesaid:

The collecting and receiving and forwarding and delivering of traffic upon or from the said several railways respectively:

The fixing, levying, and collecting of the tolls, rates, duties, and charges to be taken upon the said railways or any of them in respect of the traffic arriving by or despatched to the railway by this Act authorized, upon and from the Edinburgh, Perth, and Dundee Railway, and the Leven Railway, or either of them, or any part of the said railways respectively, such tolls, rates, duties, and charges not exceeding the maximum tolls, rates, duties, and charges authorized by the Acts of Parliament relating to the said railways respectively:

The division and apportionment between the said Edinburgh, Perth, and Dundee Railway Company, and the Leven Railway Company, or either of them, and the Company hereby incorporated, of the receipts arising out of such traffic, and generally to make all such contracts and agreements as may be mutually deemed necessary for the efficient use, working, and management of the said railways respectively, or any part thereof, and for the general conduct of the traffic thereupon:

Provided always, that it shall not be lawful for the Company to enter into any such contract, agreement, or arrangement with the Leven Railway Company, to come into operation and take effect during the subsistence of any contract, agreement, or arrangement between the Leven Railway Company and the Edinburgh, Perth, and Dundee Railway Company, made under or by virtue of the forty-third section of "The Leven Railway Act, 1852."

Duration of agreement to be approved by Board of Trade.

No such agreement shall be for more than ten years, nor shall have any operation until the same shall have been approved of by the Board of Trade, nor shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized to demand from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which it may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as if no such agreement had been entered into; but the said Board shall not approve such agreement without being satisfied that the same has been assented to by a majority of three fifths of the votes of the shareholders of the several Companies parties thereto, present, personally or by proxy, at a meeting of each of such Companies specially assembled for that purpose.

Agreements not to affect persons not parties thereto.

Agreement may be renewed, with the approval of the Board of Trade.

At the expiration of the said agreement, the said Companies, with the consent in special meeting of three fifths of the votes of the shareholders present, personally or by proxy, of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the said purposes; but before such Companies shall enter into any such further agreement notice thereof shall be given by advertisement in a form to be approved of by the Board of Trade, inserted once in each of two successive weeks in some newspaper published in the county of Fife, and in some newspaper published in Edinburgh; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Mid Kent Railway Act, 1855, 18 & 19 *Vict. c.* 169. *ss.* 42. *to* 48. *inclusive.*

Power to Company and West End of London, &c. Railway Company to enter into agreements.

It shall be lawful for the Company and for the West End of London and Crystal Palace Railway Company from time to time to enter into such contracts or agreements as they may think proper for the user of the said Farnborough Extension, and all the stations, watering places, works, and conveniences on or connected with the said extension or any part thereof, and for facilitating the transmission and transit of traffic from, to, and over the railway by this Act authorized to, from, and over the Farnborough Extension.

Power to enter into agreements with the South Eastern Railway Company for facilitating traffic.

It shall be lawful for the Company and the South Eastern Railway Company from time to time to enter into contracts or agreements for facilitating the transmission and transit of traffic from or to and over the railway by this Act authorized to or from and over the portion of the South Eastern Railway situate between the point of junction therewith of the railway by this Act authorized and the terminus of the South Eastern Railway near London Bridge, in such manner and upon such terms and conditions as they shall respectively think fit.

Power to enter into working agreements with South Eastern Railway Company.

It shall be lawful for the Company hereby incorporated and the South Eastern Railway Company from time to time to enter into and make such contracts and agreements as shall be deemed expedient by and between the said Companies, for and with reference to the working, use, management, supervision, maintenance, support, and repairs of the railway, stations, and works by this Act authorized, or any part thereof, and as to the payment or contribution by and between the said Companies of or towards the costs, charges, and expenses of such working, use, management, supervision, maintenance, support, and repairs, and also with reference to the rates, tolls, and charges to be charged by or between the said Companies for or in respect of any traffic, and the division and apportionment between the said Companies of such rates, tolls, and charges, and such contracts and agreements from time to time to alter and vary, as occasion may require, and also for all or any of the purposes aforesaid to make and execute all such deeds, contracts, instruments, and assurances as may be deemed requisite or expedient for giving to the matters and premises aforesaid full effect.

Duration of agreement; but to be approved by Board of Trade.

Agreements not to affect persons not parties thereto.

Agreement not to be approved without assent of shareholders.

Provided always, that any such agreement as aforesaid shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies parties thereto shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided also, that the said Board shall not approve any such agreement as aforesaid without being satisfied that the same has been duly assented to by shareholders of the South Eastern Railway Company or of the West End of London and Crystal Palace Railway Company, as the case may be, in special meeting assembled for that purpose, and holding at least three fifths of the paid-up capital of the Company represented at such meeting, personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by the shareholders in the Company incorporated by this Act in special meeting assembled for the like purpose.

Agreement may be renewed, with the approval of the Board of Trade.

Public notice to be given of the intention to enter into agreements.

Agreement inoperative unless approved by the Board of Trade.

Renewed agreement to have assent of shareholders at meeting.

Meeting how to be convened.

At the expiration of any such agreement as aforesaid, the said Companies parties thereto, with such respective consent as aforesaid in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid; provided that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of two successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situate; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved by the Board of Trade; provided always, that no such contract or agreement shall have any operation or effect unless and until the same shall have been submitted to and approved by shareholders of the South Eastern Railway Company or of the West End of London and Crystal Palace Railway Company (as the case may be) in special meeting assembled for that purpose, and holding at least three fifths of the paid-up capital of the Company represented at such meeting, personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by the shareholders in the Company incorporated by this Act, present, personally or by proxy, at a meeting of the Company specially convened for that purpose; and every such meeting shall be convened by advertisements inserted for two successive weeks in a morning newspaper published in London, and in some newspaper of the county in which the principal office of each Company which may be a party to such agreement shall be situate.

Power for Company and South Eastern Railway Company to carry into effect a certain agreemen for working the railway.

And whereas heads of agreement, a copy whereof is set forth in the schedule to this Act, have been entered into between the Company hereby incorporated and the South Eastern Railway Company, for the working by the latter Company of the railway hereby authorized, from the time of the opening thereof for public traffic, upon certain terms and conditions therein expressed as to the maintenance of the said railway, and the division and apportionment of the rates, tolls, and profits, and it is therein provided that a formal agreement, based on the said heads, shall be immediately drawn up and signed; and it is expedient that such heads of agreement and the formal agreement to be so based thereon, shall be sanctioned: be it therefore enacted, that the said heads of agreement shall be and the same are hereby sanctioned, and it shall be lawful for the said Companies to make and enter into a formal agreement, upon the basis of and in accordance with the said heads of agreement, for the working by the South Eastern Railway Company of the railway hereby authorized, upon the terms and conditions contained in the said heads of agreement.

Agreement may be renewed with the approval of the Board of Trade.

Public notice to be given of the intention to enter into agreement.

At the expiration of the last-mentioned agreement, the Company incorporated by this Act and the South Eastern Railway Company may enter into a further agreement for all or any of the purposes of the former agreement, for the further period of ten years: provided, that before such Companies shall enter into such further agreement they shall give notice of their intention to enter into such agreement by advertisement in a form to be approved of by the Board of Trade, inserted once in each of two successive weeks in some newspaper published or circulating in the county of

AUSES IN RAILWAY ACTS. SESSION 1855.

raffic Arrangements.

Kent; and every such notice shall set forth within what time and in what manner any company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and such further agreement shall not be valid at law or in equity until the same shall have been approved by the Board of Trade; provided also, that such further agreement shall not have any operation or effect unless and until the same shall have been submitted to and approved by shareholders of the South Eastern Railway Company, in special meeting assembled for that purpose, and holding at least three fifths of the paid-up capital of the Company represented at such meeting personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by the shareholders in the Company incorporated by this Act, present, personally or by proxy, at a meeting of the Company specially convened for that purpose; and every such meeting shall be convened by advertisements inserted for two successive weeks in a morning newspaper published in London, and in some newspaper of the county in which the principal office of each of the said Companies shall be situate.

reement inoperative approved by Board of de, and assented to by reholders.

eting how to be coned.

Dearness Valley Railway Act, 1855, 18 & 19 *Vict. c.* 180. *ss.* 41, 42. 44.

wer to enter into traffic angements.

That the North Eastern Railway Company and the Company hereby incorporated may from time to time enter into agreements with respect to the following purposes or any of them; (that is to say,)

The use and working by the North Eastern Railway Company of all or any part of the railway of the Company hereby incorporated, and the use of the works and conveniences belonging thereto:

The conveyance by the North-eastern Railway Company of the whole or any part of the traffic upon the said railway:

The division and apportionment of such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The use or purchase by the North Eastern Railway Company of any rolling or working stock belonging to the Company hereby incorporated, or any part thereof:

The management, maintenance, and repair of the said railway:

The costs and expenses of such working, management, maintenance, and repairs:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the railway of the North Eastern Railway Company to and along the Dearness Valley Railway or any part thereof, or which may be conveyed upon and from the Dearness Valley Railway to and along the North Eastern Railway or any part thereof:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways, or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways, or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them by virtue of the said agreements.

reement not to affect of railway by other ties.

That any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade, and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company; but all other perosns and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by three fifths of the votes of the shareholders of the several Companies parties thereto in special meeting assembled for that purpose: Provided also, that nothing in this Act contained shall prevent the Company hereby incorporated from entering into any agreement without such approval as aforesaid for the hire of any engines, carriages, or trucks, with the drivers, guards, and persons in charge of the same, which the said Company may require for the purposes of the said railway.

reement may be reved, with the approval he Board of Trade, but lic notice to be given he same.

That at the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid: provided, that before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisements, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated, and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade, and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

reement inoperative il approved by the ard of Trade.

Severn Valley Railway Act, 1855, 18 & 19 *Vict. c.* 183. *ss.* 92, 93. 95.

wer for Companies to er into traffic arrangents.

The Oxford, Worcester, and Wolverhampton Railway Company and the Company may from time to time enter into agreements with respect to the following purposes, or any of them; (that is to say,)

The use and working by the Oxford, Worcester, and Wolverhampton Railway Company of all or any part of the railways of the Company, and the use of the works and conveniences belonging thereto:

The conveyance by the Oxford, Worcester, and Wolverhampton Railway Company of the whole or any part of the traffic upon the said railways:

The division and apportionment of the gross or net receipts from such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The use or purchase by the Oxford, Worcester, and Wolverhampton Railway Company of the rolling or working stock belonging to the Company, or any part thereof:

The management, maintenance, and repair of the said railways, or either of them, or any part of either thereof:

The costs and expenses of such working, management, maintenance, and repairs:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the Oxford, Worcester, and Wolverhampton Railway to and along the Severn Valley Railway, or any part thereof, or which may be conveyed upon and from the Severn Valley Railway to and along the Oxford, Worcester, and Wolverhampton Railway, or any part thereof:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways, or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreement.

ration of agreement, ich shall be approved Board of Trade.

Any such agreement shall not be for more than five years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the said board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

reements not to affect rsons not parties reto.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid: provided always, that before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Traffic Arrangements.

Agreement may be renewed, with approval of the Board of Trade, but public notice to be given.

Agreement inoperative until approved by Board of Trade.

Great Western and Brentford Railway Act, 1855, 18 & 19 *Vict. c.* 191. *ss.* 67, 68.

Company may enter into agreements with Great Western Railway Company for the use of line.

That it shall be lawful for the Company hereby incorporated to enter into any contracts or agreements with the Great Western Railway Company for the passage over or along any of the railways of such Company and the railway to be constructed under this Act of any engines, waggons, or other carriages, upon such terms and conditions, and on payment of such tolls, rates, and charges in respect thereof, or otherwise in respect of the conduct, management, use, or working of the said railway in connexion with the railway to be constructed under this Act, as may be agreed upon between the Company hereby incorporated and the said Great Western Railway Company, or as, in case of difference between the said Companies, shall be settled and determined by an arbitrator, to be appointed for that purpose by the Board of Trade: provided always, that any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade, and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or from any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided also, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by shareholders of the Great Western Railway Company in special meeting assembled for that purpose, either before or after the passing of this Act, and holding at least three fifths of the paid-up capital of that Company represented at such meeting, personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by the shareholders in the Company incorporated by this Act in special meeting assembled for the like purpose after the passing of this Act.

Duration of agreements, and to be approved by Board of Trade, but not to affect persons not parties thereto.

Agreement may be renewed, with the approval of the Board of Trade, but public notice to be given of the same.

That at the expiration of the said agreement the said Companies, with such respective consent as aforesaid, in special meeting of the shareholders of such Companies respectively, and subject to the approval of Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid; provided that before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement in a form to be approved of by the Board of Trade, inserted once in each of two successive weeks in some newspaper published or circulating in the County of Middlesex, and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved by the Board of Trade: provided always, that no such contract or agreement shall have any operation or effect unless and until the same shall have been submitted to and approved by the shareholders of the Great Western Railway Company in special meeting assembled for that purpose, and holding at least three fifths of the paid-up capital of that Company represented at such meeting, personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by the shareholders in the Company present, personally or by proxy, at a meeting of the Company incorporated by this Act specially convened for that purpose; and every such meeting shall be convened by advertisements inserted for two successive weeks in a morning newspaper published in London and in some newspaper of the county in which the principal office of each Company which may be a party to such agreement shall be situate.

Agreement inoperative until approved by the Board of Trade.

Meeting how to be convened.

Westminster Terminus Railway Extension Act, Clapham to Norwood, 1855, 18 & 19 *Vict. c.* 198. *ss.* 25, 26.

Company empowered to make contracts with other Companies.

That subject to the provisions of this Act and the "Railway Clauses Consolidation Act, 1845," it shall be lawful for the Company hereby incorporated, and the South Eastern Railway Company, the West End of London and Crystal Palace Railway Company, and the Westminster Terminus Railway Company respectively or any of them, from time to time to make and enter into such contracts and agreements for using the railways or any part thereof, and the regulation of the traffic on and from the same, and the tolls and charges in respect of such traffic, as those Companies or any of them may from time to time think advisable; and every such contract or agreement, subject as aforesaid, may contain any covenants, clauses, powers, provisions, and stipulations as may be mutually agreed upon between those Companies or any of them, and may be modified or abandoned by any subsequent contract or agreement; and every such contract or agreement made according to the provisions of this Act shall, until so modified or abandoned, be valid and in full force: provided always, that such contracts or agreements shall not be for a longer term than ten years from the making or entering into the same; and no such contracts or agreements shall have any operation until the same shall have been approved by the Board of Trade, which Board shall not approve of the same without being satisfied that the same has been assented to (as regards each Company) by three fifths of the shareholders, voting personally or by proxy, at an extraordinary meeting of the respective Companies: provided also, that no such contracts or agreements shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges, which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such contracts or agreements, be entitled to the use and benefit of the railways to which the said contracts or agreements may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such contracts or agreements had been entered into.

Agreements may be renewed with approval of Board of Trade.

Public notice to be given of intention to enter into agreements.

Agreement inoperative until approved.

That at the expiration of any such contracts or agreements the said Companies or any or either of them, with the consent in special meeting of three fifths of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid; provided that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Regulation of Traffic on a Private Railway which crosses a Public Railway.

Glasgow and South Western Railway Consolidation Act, 1855, 18 & 19 *Vict. c.* 97. *part of s.* 91.

Providing for obligatio under conveyance by William Baird and others to the Company.

Provided nevertheless, that the traffic upon the said granters reserved branch railway, where the same crosses the said Doura Branch Railway, shall be subject to such rules and regulations as shall from time to time be made by the said granters and the Company, subject to the sanction and approval of the Board of Trade.

Reduction of Rates for the Carriage of Merchandise, &c.

Rates.

Llynvi Valley Railway Act, 1855, 18 *Vict. c.* 50. *s.* 85.

If the profits exceed five per cent., tolls to be reduced.

Provided, that, subject to the limit herein-after specified, whenever and as often as the clear annual profits divisible for the last preceding year upon the paid-up capital of the Company shall exceed the rate of five pounds for every hundred pounds of such paid-up capital, the maximum rates of charge herein-before authorized shall be reduced as

Rates.

follows; that is to say, the extent of reduction at each period shall be such as upon the quantities carried in the last preceding year would yield a sum equal to the total excess of profits beyond such five pounds per cent.; and such reduction shall first be made on the several articles herein-before specified under class three, until the maximum rate for the same shall be reduced to one penny halfpenny per ton per mile; the reduction shall be next applied to the several articles herein-before specified under class 1., until the maximum rates for the same shall be reduced to one penny and one sixth per ton per mile; and any further required reduction shall next be made on the several articles specified under class 4., until the maximum rates thereon shall be reduced to twopence halfpenny per ton per mile; and the Company shall, within thirty days after their first half-yearly meeting after the close of the year within which there shall be any such excess, submit a statement and scheme of reduction to effect the ends aforesaid to the Committee of Privy Council for Trade, and shall give notice for two successive weeks in some newspaper to be circulated in the county of Glamorgan of some day to be appointed by the said Board of Trade for considering such scheme; and it shall be lawful for such Board of Trade, after such hearing, to order such reductions as in their judgment will effect the purposes aforesaid, and from time to time thereafter, in case they think fit, to appoint other hearings, and vary such order: provided, that if in any case, in consequence of such reduction, the clear annual profits divisible in any year upon the paid-up capital of the Company shall fall below the rate of five pounds for every one hundred pounds, the deduction so ordered by the Board of Trade shall *ipso facto* cease, and the Company shall submit a statement and fresh scheme of reduction, in case the maximum tolls would exceed such rate of profit, and the Board of Trade shall make a new order for such reduction, and so from time to time vary such orders in such manner as will in their judgment best insure the reduction in the maximum rates herein-before directed, without diminishing such annual profits below five pounds per cent.; provided that when the rates under class 1. shall by the means aforesaid be reduced to one penny and one sixth per ton per mile, and the rates under class 3. be reduced to one penny halfpenny per ton per mile, and the rates under class 4. be reduced to twopence halfpenny per ton per mile, no further reduction shall under any circumstances be made, notwithstanding that larger profits than five pounds per cent. upon the paid-up capital of the Company may be divisible or divided.

APPROVAL OF RATES FOR PASSENGERS AND PARCELS TO BE TAKEN ON BOARD STEAM BOATS EMPLOYED BETWEEN HOLYHEAD AND KINGSTOWN, OR HOWTH.

Improved Postal and Passenger Communication between England and Ireland Act, 1855, 18 & 19 *Vict. c.* 172. *s.* 3.

ower to charge rates for eam boats.

It shall be lawful for the before-mentioned Companies and they are hereby authorized to charge for the conveyance of passengers and parcels in the steam boats worked or employed by them between Holyhead and Kingstown or Howth such reasonable rates or sums as they shall think proper, and which shall be sanctioned and approved of by the Committee of Privy Council for Trade, but not exceeding the rates or sums authorized to be taken by the Chester and Holyhead Railway Company for the conveyance of passengers upon their railway for a distance of sixty miles thereon: provided always, that it shall be lawful for every first-class passenger conveyed by such boats, or partly by the steam boats and railways of the Companies, to take with him, without extra charge, his ordinary luggage, not exceeding one hundred and twelve pounds in weight, and every second class passenger not exceeding one hundred pounds in weight, and every third-class passenger not exceeding sixty pounds in weight.

Byelaws.

BYELAWS.

Improved Postal and Passenger Communication between England and Ireland Act, 1855, 18 & 19 *Vict. c.* 172. *s.* 6.

ompanies empowered to ake byelaws.

It shall be lawful for the Companies and they are hereby authorized from time to time to make byelaws, orders, and regulations in relation to passengers and parcels conveyed in or upon such steam boats between the ports aforesaid, and as to the embarkation and disembarkation thereof respectively, and to enforce the observance of the same by penalties, in the same manner as the Chester and Holyhead Railway Company are authorized with respect to passengers and parcels conveyed upon their railway, such byelaws, orders, and regulations being previously sanctioned and authenticated in the same manner as is required by the general law relating to railways, and being further approved of by the said Committee of Privy Council for Trade; and such byelaws, orders, and regulations, and all penalties and forfeitures in respect of the breach thereof, shall be enforced and recovered in the same manner as by law is provided with respect to offences committed upon the railway; and all offences committed on board of the said steam boats within harbour shall be considered to be committed within the county of Anglesea or within the county of Dublin, according as such harbour shall be situate in Wales or in Ireland respectively, and if committed out of harbour shall be considered to be committed in either county, and cognizable by any justice of either of such counties.

Appointment of Umpire.

APPOINTMENT OF UMPIRE.

Limerick and Castleconnell Railway Act, 1855, 18 & 19 *Vict. c.* 76. *s.* 30.

or settlement of differences.

If any difference shall arise between the respective engineers in chief for the time being of the said Companies with respect to the point at which the said communication, opening, and other works, or any of them, are or is to be constructed, or the mode of constructing the same, or with respect to any alteration, amendment, repairs, or maintenance thereof, or the watching, regulation, or adjustment thereof, or the passage or regulation of the traffic thereof, or if any other difference shall arise between the said Companies with respect to the expenses payable by the Company under the foregoing provisions, or with respect to any other matter in any way relating to or consequent upon the construction or use of the said communication, openings, and other works, the matters in difference shall from time to time be decided by an umpire to be appointed by the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on the application of either Company; and the decision of such umpire shall be binding and conclusive on both the said Companies, and his expenses in relation thereto shall be defrayed by such one of the said Companies, or by both of them, and in such proportions, as the said umpire shall from time to time direct.

Dundalk and Enniskillen Railway Extensions Act, 1855, 18 & 19 *Vict. c.* 105. *s.* 45.

or settlement of differences.

If any difference shall arise between the respective principal engineers for the time being of the Company and of the said Midland Great Western Railway of Ireland Company, with respect to the point at which any such communication, openings, and other works are or is to be constructed, or the mode of constructing the same, or with respect to any alteration, amendment, repairs, or maintenance thereof, or the watching, regulation, or adjustment thereof, or the passage or regulation of the traffic there, or if any other difference shall arise between the said engineers or the said Companies with respect to the expenses payable by the Company under the foregoing provisions, or with respect to any other matter in any way relating to or consequent upon the construction or use of the said communication, openings, and other works, the matters in difference shall from time to time be decided by an umpire, to be appointed by the Board of Trade on the application of either Company, whose decision shall be binding and conclusive on both the said Companies, and whose expenses shall be defrayed by such one of the said Companies, or by both of them, and in such proportions, as the said umpire shall from time to time direct.

Appointment of Auditor.

APPOINTMENT OF AUDITOR.

Llynvi Valley Railway Act, 1855, 18 *Vict. c.* 50. *s.* 116.

oard of Trade may appoint auditor to examine ccounts.

That the Company shall keep a separate account of all rates and dues received by them at the harbour of Porth Cawl; and if, upon complaint made to the Board of Trade by any person interested, in writing under his hand, it shall appear to the Board of Trade that there is reasonable ground for believing that the accounts of the Company relating to the harbour of Porth Cawl have not been duly kept, or that any tolls, rates, or duties have been improperly or unfairly levied by them at such harbour, the Board of Trade may appoint an auditor to examine the accounts of the Company, and examine into the matters so complained of, and to report to them thereon; and the Company shall,

upon demand, produce to such auditor all or any of their accounts, books, deeds, papers, writings, and other documents, and afford to him all reasonable facilities for examining and comparing the same; and in case any matter complained of shall be found to be true, the reasonable expenses of such auditor shall be paid by the Company out of the monies coming to their hands under this Act, and may be recovered in any of the superior courts as a debt due to the Crown.

Appendix No. 5.

Clauses in Railway Acts. Session 1855.

Appointment of Auditor.

West Somerset Mineral Railway Act, 1855, 18 & 19 *Vict. c.* 150. *s.* 76.

Board of Trade may appoint an auditor to examine accounts.

If upon complaint made to the Board of Trade by any person interested, in writing under his hand, it shall appear to the Board of Trade that there is reasonable ground for believing that the accounts of the conservators with respect to the dues and tolls in respect of the harbour have not been duly kept, or that any tolls, rates, or duties in respect of the harbour have been improperly or unfairly levied by them, or have not been applied in accordance with the directions of this Act, the Board of Trade may appoint an auditor to examine the accounts of the conservators, and examine into the matter so complained of, and to report to them thereon; and the conservators shall upon demand produce to such auditor all or any of their accounts, books, deeds, papers, writings, and other documents, and afford to him all reasonable facilities for examining and comparing the same; and in case any matter complained of shall be found to be true, the reasonable expenses of such auditor shall be paid by the conservators, and in case it shall not be so found, then by the complainant, and in either case such expenses may be recovered in any Court of competent jurisdiction as a debt due to the Crown.

Carlisle and Silloth Bay Railway and Dock Act, 1855, 18 & 19 *Vict. c.* 153. *s.* 65.

Board of Trade may appoint an auditor to examine accounts.

That if upon complaint made to the Board of Trade by any person interested, in writing under his hand, it shall appear to the Board of Trade that there is reasonable ground for believing that the accounts of the Company relating to the dock undertaking of the Company have not been duly kept, or that any tolls, rates, or duties relating to such dock undertaking have been improperly or unfairly levied by them, the Board of Trade may appoint an auditor to examine the said accounts of the Company, and examine into the matters so complained of, and to report to them thereon; and the Company shall, upon demand, produce to such auditor all or any of their accounts, books, deeds, papers, writings, and other documents relating to the dock undertaking of the Company, and afford to him all reasonable facilities for examining and comparing the same; and in case any such complaint be found to be true, the reasonable expenses of such auditor shall be paid by the Company out of the dock rates and charges authorized to be levied under the authority of this Act; but if such complaint be not found to be true, the reasonable expenses of such auditor shall be paid by the complainant; and in either case such expenses may be recovered, with costs of suit, as a debt due to the Crown or as a penalty.

Appendix No. 6.

Appendix No. 6.

Railways in New South Wales.

Railways in New South Wales.

Sir, *Downing Street, June* 8, 1855.

I am directed by Lord John Russell to transmit to you the accompanying transcript of an Act (No. 40.), passed by the Legislature of New South Wales, during their last session, "to regulate the construction of railways;" and also of a private Act of that Government, passed in the same session, "for making a railway from Minmi to Hexham."

I also enclose extracts of so much of the Governor's despatch, which accompanied these Acts, as relates to them, with a copy of a further despatch having reference to the provisions of the Public Act; and I am to request that you will move the Lords of the Committee of Privy Council for Trade to inform his Lordship whether they see any reason why the Acts in question should not be submitted for the Royal allowance.

I am, &c.

J. Booth, Esq., &c. &c. Herman Merivale.

Extract of a Despatch from Governor Sir Charles Fitzroy to the Right Honorable Sir George Grey, Bart., dated Government House, Sydney, December 30, 1854. No. 180, Legislative.

18 Victoria. No. 40.

"An Act to make Provision for the Construction, by the Government, of Railways," &c.

This Act it will be more convenient to treat of in a separate despatch.

Private Act.

"An Act to authorize the Continuation of a Railway from Minmi to Hexham."

This Bill authorizes the formation of a railway, for a short distance, across private property for facilitating the transit of coals to the place of shipment, a matter in which the public is deeply interested. Every proper precaution seems to have been taken to protect the interests of the individual and the Company through whose lands the projected railway must pass.

(Legislative.)

Sir, *Government House, Sydney, New South Wales, December* 30, 1854.

I have reserved for a separate despatch the observations which I deem necessary to make on the Act, of which the usual transcript accompanies my general despatch with the Acts of the session, intituled "An Act "to make Provision for the Construction, by the Government, of Railways in the Colony of New South "Wales."

2. This Act, which is perhaps the most important of the session, has been exposed to the disadvantage of a very hurried passage through the House, my assent to it having, in fact, only preceded the prorogation of the Council by a few minutes.

3. Very early in the session of this year a Select Committee of the Council was appointed, to whom was referred the entire question of railways, as well as the improvement of the existing roads throughout the colony. These questions, naturally very wide ones, implied, of course, an extended inquiry, and it was not until the 17th of November that the Report of the Select Committee was brought up and ordered to be printed. Except in so far as the various questions touched upon may be fairly supposed to have been discussed in the Committee, it was of course impossible that so large a subject could be adequately treated between that date and the rising of the House, on the 2d December. For this reason, therefore, as recited in the preamble, the legislation which ensued on the Report of the Select Committee aims, not so much at a complete provision for the construction of railways generally as to prevent the abandonment or suspension of the works already in progress, and in which the public have a very large pecuniary interest.

4. I inclose a copy of the Report of the Committee, which will be found useful as containing a resumé of the position of the railway companies, and important as making an entire change in public sentiment with regard to the principles on which the future extension of railways, so urgently recommended, should be conducted. In this document the opinion is formally announced, and the Legislative Council has indorsed the opinion, that the construction of railways on a large and comprehensive system should be taken in hand by the Government.

5. I am not now called upon to offer any opinion of my own how far the conclusion arrived at by the Committee and the Council is a sound one. To say that it is so is to admit that the principle on which the Government and Legislature of this colony have, in complete consonance, acted for several years past, was an

Appendix No. 6.

Railways in New South Wales.

erroneous one. That principle pre-supposed on the one hand that, without the guarantee of the public faith, no considerable amount of capital would ever be invested in railways in a country where their success was problematic; and it assumed, on the other hand, what few will be disposed to deny, that the progress and ultimate success of such works would be ensured by the watchfulness of an interested proprietary much more than by any amount of vigilance that could be bestowed upon them by a Government department.

6. But if it be true, as alleged in the Report of the Select Committee (and I confess I am not in a position to contradict the assertion), "that it was not until the interest given by the Government was higher than the "current rate given by private individuals that any large amount of capital was invested in railway shares," it follows that the expectation of the Government and the Legislature, when they adopted the subsisting arrangement, has so far been disappointed.

7. But passing from the discussion of the theory involved in the one or other arrangement, I have found myself called upon to deal with the question in the practical shape in which it has been submitted to me by the Legislative Council. When that body sent up an address, praying that steps should be taken for giving effect to the recommendation of the Select Committee, I saw no sufficient reason to decline to do so, I therefore transmitted a draft of the Bill, the leading provisions of which, as passed by the Council, I proceed to explain.

8. By the 1st clause the powers of the Sydney Railway Company are abrogated, except as to the line of railway now nearly completed from Sydney to Parramatta. The 2d and 3d clauses provide for the appointment and incorporation of three commissioners for railways, one of which shall be Chief Commissioner (clause iv.) The 7th clause empowers the Governor, with the advice of the Executive Council, to borrow money for railway purposes by the sale of debentures, bearing interest not exceeding 5 per cent. secured on the general revenue; the specific expenditure, however, to be voted by the Legislature. But of the sums so to be borrowed 400,000*l.* are authorized to be expended during the ensuing year. This, of course, is intended to cover also the proposed purchase of the existing companies works (clause viii.)

9. Passing over the intermediate clauses, we come to the important provision contained in clause xiv. for the purchase, on behalf of Her Majesty, of the railway works of the two existing companies, the compensation to be the amount of paid-up capital, together with a bonus thereon not exceeding seven per cent, unless with the further concurrence of the Legislature; and this compensation is to be paid, at the option of the shareholders, either in money or in debentures secured on the general revenue, and bearing interest for ever at the rates now guaranteed by the Government to the shareholders of either company (xv.)

10. The remaining clauses of the Bill are principally of a formal nature, not requiring any comment.

11. I have assented to this Bill on Her Majesty's behalf because I am assured that there will be need to resort to some of its provisions before the Legislature will again assemble; but I consider it due to my successor to leave to him, as far as possible, the making of any of the permanent arrangements contemplated in the Act, or in the Select Committee's Report on which it is based.

I have, &c.

The Right Honorable Sir George Grey, Bart., Secretary of State for the Colonies.

Ch[s] A. FitzRoy.

Minute of the Lords of the Committee of Privy Council for Trade, dated the 21st July 1855, on the New South Wales Railway Act, No. 40 of 1854.

1014, 8 June. } Read letter from the Colonial Office, transmitting, for the opinion of my Lords, transcript of an Act (No. 40), passed by the Legislature of New South Wales during their last session, "to regulate the construction of railways," and also of a private Act of that Government, passed in the same session, for making a railway from Minmi to Hexham, together with extracts of so much of the Governor's despatch which accompanied these acts as relates to them, with a copy of a further despatch having reference to the provisions of the public act.

In reply my Lords submit the following observations for the consideration of the Secretary of State for the Colonies.

That by the first-mentioned act the Governor of New South Wales is empowered to appoint three persons to be Commissioners for making railways in that Colony.

That the particular railways to be made are not described in the Act, with the exception of the Sydney Railway, authorized by Act of the 13 Vict., the powers of which are by the present Act transferred to the Commissioners, except as to the part of the line between Sydney and Paramatta which is to be made by the Company.

That powers are also given by the Act for the purchase by the Colonial Government and the vesting in the Commissioners of *that* part of the Sydney Railway and of the Hunter River Railway for the making of which a Company was incorporated by an Act of the 17 Vict.

That the Act also authorizes the raising of money on the security of the Colonial Revenue for making the railways.

That the Act is avowedly an imperfect measure, it being stated in the preamble that there was not sufficient time during the session in which it was passed to prepare a complete measure, but that it was thought expedient immediately to make some provision in order to prevent the abandonment of the Sydney and Hunter River Railways by the several Companies.

That the Governor also states in his despatch that he had assented to the Bill on Her Majesty's behalf, because he was assured that there would be need to resort to some of its provisions before the Legislature would again assemble.

That under these circumstances it may probably be deemed expedient that the Act should be left to its operation, leaving the imperfections in the present Act to be supplied by future legislation. That on this point, however, it appears to my Lords that Her Majesty's Secretary for the Colonies will be the proper judge; that my Lords call attention to the following points in the Act, which appear to be deserving the consideration of the Governor of New South Wales in any future legislation on the subject.

That the Act appears to be imperfect in its provisions as to the control of the Executive Government over the proceedings of the Commissioners.

That by section 13 it is provided that the railways are to be made "subject generally" to the approval of the Governor of the Colony, and section 18 speaks of a "map or plan" of the railway that is to be prepared in the first instance by the Commissioners.

That the Act contains no detailed provisions as to the manner in which a control may be exercised by the Government with respect to the selection of the line, or in which publicity may be given to the proposed route, and an opportunity of making objections afforded to parties interested.

That the Act also appears to be defective in provisions for defining the powers and duties of the Commissioners.

That as regards the Sydney Railway and the Hunter River Railway, the powers and obligations of the Acts relating to those railways are to be transferred to the Commissioners.

That with respect to the powers relating to the Sydney Railway, reference may be made to a report on the Sydney Act, contained in a letter from the Commissioners of Railways* to the Colonial Office of the 9th July 1850, observing upon the provisions of that Act as being in many respects imperfect and objectionable, and the

* Appendix to the Report of the Commissioners of Railways for 1850, p. 340.

provisions of that Act would also, in some respects, appear to be inapplicable to the making of the railway by Commissioners as a public work.

That as regards the railways generally that may be made by the Commissioners, the provisions of the present Act appear to be defective in the following particulars:—

That the Act does not contain any provisions with respect to the crossing of, and other interference with, public roads.

Nor with respect to the making of works for the accommodation of lands severed by the railway.

Nor with respect to the terms on which the public are to be entitled to the use of the railway; neither this Act nor the Sydney Railway Act contains any limitation of the charges to be made for the conveyance of passengers and goods on the railway.

Neither does the Act contain any provisions for the conveyance of troops and the public mails at fixed rates.

That the 16th clause enables the Commissioners to contract for the construction of the works of the railway, but does not give them any power of entering into contracts for the *working* of the line. The Act does not appear to make any provision as to the working of the line.

That the only detailed provisions in the Act are those relating to the assessment of compensation for land taken for the purpose of making the railway. These provisions, however, appear to be defective or objectionable in the following points:—

By clause 20 it is provided, that if no claim in respect of the land required by the notice of the Commissioners is made by the landowner within 12 months, his claim shall be deemed to have been abandoned.

That it is contrary to the regulations of the English Acts relating to the matter, that where the party omits to make a claim, the land should be taken without payment of any compensation. It would not appear to be just that the claim should be barred where the party is under disability, or is absent from the Colony.

That by clause 37, the reference to a jury is given only in cases where either party is dissatisfied with the award of the arbitrators. No provision appears to be made for the assessment of the compensation in case of the arbitrators or umpire failing to make an award, or where no arbitrators are appointed.

Transmit at the same time, to be laid before Sir William Molesworth, an extract of a memorandum on this Act, with reference to the general system of railway communication in the Colony, which has been prepared by Captain Galton, R. E.

The Act to authorize the continuation of a railway from Minmi to Hexham, does not appear to call for any remark.

Extract from a Memorandum on an Act to make provision for the construction, by the Government, of Railways in the Colony of New South Wales.

The question raised by the passing of this Act is of very great importance to the future prospects of the Colony. The Act will introduce a system of legislation, with respect to railways, entirely different from that which has been adopted in this country and in Canada, and the importance of the subject, and its bearing upon the Australian Colonies generally, renders it desirable to offer a few remarks beyond those strictly called for by the Act.

The first thing necessary in the development of a new country is a means of inter-communication between the several districts; and when means of communication by water do not exist, and recourse must be had to an artificial road, a railroad will afford the means of transporting the largest traffic at the least cost to the community.

In Australia there is no internal means of communication by water-carriage, and the construction of ordinary roads is stated to be expensive.

Hence there can be little doubt that at least the arterial lines of communication in that country should be railroads.

Under these circumstances, if it appear desirable that the Government should devote to the construction of railways, which would provide such arterial communication, a portion of the funds which it has been customary to expend on ordinary roads, there can be no doubt that the most effectual way of securing a proper administration of the money will be for the Government to undertake the construction of the railways; and the outlay, besides the indirect benefit conferred by it, would probably in after years afford a revenue to the Colony.

It is also to be observed, that a control over the railways by the Government, will afford great advantages in facilitating the postal arrangements of the Colony, as well as by enabling the military and police to be moved at a very trifling expense.

And the Government, by taking into their own hands the construction of the railways, will not only afford a means of developing the resources of the country at an earlier period than they would otherwise have been developed, but will avoid those complications and that wasteful expenditure of capital, which the antagonistic interests of rival railway companies have caused in this country.

Objections have certainly been made to the use of railroads in districts where the stations only occur at long intervals, but such objections are now obviated by the application of the electric telegraph to railways, and by the facilities which recent improvements in it afford for communications to be made from any part of the line to adjacent stations.

A railway, however, differs from an ordinary road, in that it requires to be always maintained at a certain point of repair, and in that the traffic which passes over it must be conducted according to fixed rules, and to a defined system.

In this country it has been the custom for the owners of a railway to be also the carriers upon it, and from the fact that the portion of profits from carrying are larger than the portion of profits from tolls paid for the use of a line, railway companies have been very averse to allow other persons than themselves to carry on their lines. Undoubtedly, also, there is a convenience as regards station accommodation, &c., from the line and working being under one management.

But in the case of the Government being the possessors of the lines, there is no reason why, whilst the line and the stations, &c., are in the hands of and maintained by the Government, other persons or companies might not be allowed to run trains on the railway, upon paying a toll sufficient to defray the maintenance of way signals, &c., and to leave such a profit on the original expenditure as the Government of the Colony deemed sufficiently remunerative.

It would of course be necessary if several persons were allowed to run trains on a railway, that all such persons should be bound by sufficient securities to obey all rules for working, observe all signals, and adhere to the hours of running the trains laid down by the Government; or, if the line were let to an individual contractor, or to one company, the whole of the management might then be left in the hands of such contractor or company, the agreement being so worded as to secure the safe working of the line, and due accommodation for the traffic.

On the other hand, if the Government, as owning the lines, preferred to keep the whole of the working in their own hands, the subject of railway management is now so well understood that the Government might without difficulty make arrangements for the working, whilst the public might be guaranteed against mismanagement, by the receipts and expenditure being accounted for to the Legislature every year; besides which, the Colony would always have this security, that if the system was not found to answer, the Colony could at any time have recourse to the plan of allowing individuals to run trains upon the road.

It would be perfectly consistent with this system, that whilst the Government laid down and worked the arterial lines of the colony, individuals should make branch lines to join them.

Appendix No. 6.

RAILWAYS IN NEW SOUTH WALES.

The considerations which appear to render railroads the mode of communication best adapted for developing the resources of New South Wales apply with equal force to the development of South Australia, Victoria, and other colonies in Australia; and it is a question worthy of the consideration of the Secretary of State for the Colonies, whether it might not be advisable to suggest to the respective Governments the advantages which each colony would in future derive from the construction of railways by the Government, upon a comprehensive and consistent plan, as well as the benefits which might accrue to Australia generally, from a combined scheme of railway communication between the several colonies.

DOUGLAS GALTON,
Captain, Royal Engineers.

No. 125.
16th Aug. 1855.

SIR, *Downing Street, December* 31, 1855.

WITH reference to your letter of the 25th July, I am directed by Mr. Secretary Labouchere to transmit to you, for the information of the Railway Department of the Board of Trade, the copy of a despatch from the Governor of New South Wales, reporting the measures which he had deemed it expedient to adopt with a view to promoting the construction of railways throughout that colony; and I am to state that any further despatches which may be received from the Governor on this subject will at once be communicated to the Board of Trade.

I am, &c.
James Booth, Esq., &c., &c. HERMAN MERIVALE.

(No. 25, Executive)

MY LORD, *Government House, Sydney, August 16th,* 1855.

MY predecessor, in a despatch, No. 182, dated 30th December 1854, forwarded to the Secretary of State an Act of Council, 18 Victoria, No. 40, intituled "An Act to make provision for the construction, by the "Government, of Railways in the Colony of New South Wales."

2. In this despatch Sir Charles Fitzroy entered at some length into an explanation of the circumstances which had induced a change of policy on the part of the Government so marked as that contemplated by the Act in question. Under the former Acts of Council the duty of the Government was limited to a close scrutiny of the provisions of the separate Acts of Council by which private Railway Companies were embodied, in order that the guarantee which was given of a certain amount of interest upon the capital stock of these Companies might not eventually become a permanent charge upon the revenue. By the Act, 18 Victoria, No. 40, the Government takes upon itself the whole responsibility of planning and constructing such railways as may be required throughout the Colony of New South Wales.

3. Great, however, as this change is, and great as is the responsibility thrown by it upon the Government, I am bound to express my opinion that it is a change for the better in every sense of the word, and that the responsibility is placed upon the only body competent to sustain it.

4. The quantity of land in New South Wales which has passed into the hands of individual proprietors does not exceed six millions of acres, while the amount remaining in the hands of the Government is upwards of 200 millions of acres. The Government, then, is the party most interested in providing ready access to the land which it is anxious to sell. The Government, too, can afford to wait for a return of the outlay upon any given line of roads. It looks not merely to the immediate interests of any particular locality, but takes an enlarged view of the future as well as of the present wants of society, and will provide for both by measures which no Company could venture to suggest to its shareholders. I have therefore, as your Lordship will see in my address to the Council at the opening of the Session, which was forwarded with my despatch, No. 97, dated 14th July, frankly adopted the responsibility imposed upon the Government by the Act alluded to; and shall be prepared, so soon as I have obtained the necessary data upon which to act, to lay before the Council such a comprehensive railway system as will have the effect of opening up the whole country, and of getting rid of those difficulties which the present wretched state of the roads opposes to the settlement and advancement of the Colony.

5. I have said thus much for the purpose of explaining to your Lordship how fully and completely I concur in the principle upon which the Act, 18 Victoria, No. 40, is founded, and as being but a proper preface to the statement which I am about to make of the steps which I have taken to carry into effect the recommendations of the Committee, by purchasing under the powers conferred upon me by the 14th clause of the Act in question the stock of the only two Railway Companies then in existence.

6. I must first, however, inform your Lordship that my predecessor, acting upon the authority of the second clause of the Act, appointed three Commissioners of Railways, who have hitherto given their services gratuitously; of these, the Chief Commissioner was Captain Ward, Master of the Mint; and through the intervention of these Commissioners are the works of the railways for the present conducted.

7. On my arrival in the Colony I found that some correspondence had already taken place between the Government and the Railway Companies; and on the 6th February the subject of the purchase of the existing railways was brought by me under the consideration of the Executive Council, by the advice of which, as will be seen on reference to the enclosed extract from the Minutes of the proceedings, I decided to accept an offer made by the Sydney Company to transfer their stock to the Government on payment of the amount of capital actually paid up, and of seven per cent. in addition, this addition of seven per cent. being sanctioned by a provision in the Railway Act.

14th Clause.

8. The shareholders in the Hunter River Railway Company being in a different position to those of the Sydney Company could not expect to receive an equal amount for their capital, and accordingly, as will be seen by reference to the Minutes of the Executive Council of 17th April 1855, the Government has purchased the stock of this Company without any bonus beyond the actual amount paid up, payment being made in debentures bearing five per cent. interest at the then market rate of 95. The printed report of the Colonial Treasurer will give your Lordship a clear idea of the position in which the Government was placed with regard to these Companies, and of the whole outlay upon them, which amounted to 827,926*l.*, while the Report of the Commissioners of Railways will show the nature and extent of the duties which they have been called upon to perform up to the end of June, which duties, however, now that the whole property of the two Railway Companies is transferred to the Government, will be of a more arduous and important character.

3rd July 1855.

2nd July 1855.

9. Your Lordship will see, by reference to the Minutes of the Executive Council of 30th May, that the liabilities which the Government incurred by the purchase of the Hunter River Railway involved the employment of a certain number of navigators who had been engaged in England for the service of the Company. It was therefore thought advisable that employment should be found for these men by the completion of the line to its original extent, and a contract was accordingly made, as stated in the report of the Commissioners for this work for a sum of 76,240*l.*, exclusive of the rails, which will be supplied by the Government. The work will be finished in 1856.

10. On the 30th July, I also, by the advice of the Council, directed the Commissioners to call for tenders for the completion of the Sydney line from Parramatta to Liverpool, a distance of about eight miles, the estimated cost being about 100,000*l.*, and the work will probably be completed by the end of 1856.

11. The outlay upon these two railways has been very great, especially upon the Sydney Railway. The expenditure upon this line up to the date of the purchase by the Government appears to have been 420,872*l.*, while in the estimate a further sum of 200,000*l.* is shown as being required, in order to complete the line and

its extension to Liverpool, a total distance of about 23 miles; the cost of which will, therefore, average about 27,000*l.* per mile. The outlay on the Hunter River Railway, up to the time of its purchase by the Government, appears to have been 57,054*l.*; and the cost of completing the line to Maitland, a distance of 17 miles, will be 262,500*l.*, making a total of 319,554*l.*, or an average of about 19,000*l.* per mile.

12. I have not, however, hesitated to sanction the completion of these lines, inasmuch as they may be looked upon as the main trunks from which hereafter lines of railway of a cheaper character will radiate to different parts of the colony; and as the traffic upon these trunk lines will, of course, be heavier than that on the various branches, it is, perhaps, as well that the works should be of a more solid and enduring character than those of the lines which will radiate from them in every direction through the country.

13. I have already called your Lordship's attention to the expressions used by me in my speech to the Council at the opening of the present session, with reference to this important subject. I cannot, of course, attempt to say what the views of the Council may be with relation to the railways themselves, or as to the mode in which they should be carried on; but I have not the least hesitation in expressing my opinion, that the attention of the Government should be turned to the development, with as little delay as possible, of a most extensive system of railways, to the exclusion altogether of the common macadamized roads, except in so far as these may be made and maintained at the cost of individual proprietors, or the inhabitants of parishes or districts, as the means whereby their produce may be delivered at the nearest railway station. The position in which this colony is placed is peculiarly favourable to the adoption of a general scheme of this kind. The present roads are in a most wretched state of repair; they have never been properly laid out or made, and are every year getting worse and worse; they are now almost useless for the conveyance of agricultural produce from the interior to the principal markets. No amount of private capital has been expended upon them; the substitution of railways for these miserable means of transit will be hailed by every one as the greatest possible advantage which could be conferred upon the colony, and the only question which can arise is as to the cost of an elaborate scheme of railway communication and the means of providing for this cost. As to the cost itself, I, of course, am not able to speak with any degree of certainty; but I have a firm conviction that by employing timber instead of iron, by limiting the speed of transit, and by making other arrangements suitable to the condition of the country and the means which are placed at the disposal of the engineers, lines of road might be laid down upon which goods and passengers could be conveyed at the rate of from ten to twelve miles per hour, at a cost not exceeding, say 5,000*l.* per mile on an average.

14. Now the land on each side of the line of a railroad will have its value enhanced, of course, to a very great extent; and if a reserve of only two miles were made upon each side of the line, this would give 2,560 acres to a mile of railroad; and if the value of this should only reach 2*l.* per acre, the proceeds of the sale would more than cover the whole outlay, no regard being had to the value of the townships which would spring up as a matter of course at the watering stations, and the points where the branch railways would leave the main line. I look upon the Government, being the proprietor of thirty-nine fortieths of the whole land of the colony, as the most deeply interested in the development of this extensive system of communication; and as the cost of 4,000 miles of railway would not exceed twenty millions, an amount which would be covered by the sale of ten million acres of land, or about one twentieth part of that which the Government has to dispose of, such an outlay, which will give to the remaining nineteen twentieths a value more than double that to which it could attain under any other circumstances, must be looked upon as a most advantageous investment. I may remark that the amount of the debt for which interest will have to be paid will never exceed two or three millions at the utmost; for so soon as any line of railway is completed, the land in the vicinity will be sold, and the proceeds will either be employed to pay off the outstanding debt, or towards the construction of new lines.

15. I have gone at greater length than I intended into an explanation of my views with relation to a subject which, though of primary importance, comes before your Lordship at present merely incidentally. This despatch, however, will serve as an introduction to others explanatory of the objects and motives with which the Government propose to incur an amount of debt apparently, perhaps, larger than the present condition of the colony would justify, and of the mode in which it is proposed to borrow the money, a mode which it is trusted will meet, not only with the approval, but the assistance of Her Majesty's Government. I trust, therefore, that this rather lengthy explanation may not be considered by your Lordship as unnecessary or out of place.

I have, &c.

The Right Honorable Lord John Russell, &c. &c. W. Denison.

APPENDIX No. 7.—TABLE No. 1. NUMBER and DESCRIPTION of PERSONS employed on a specified Day in each Year on RAILWAYS open in GREAT BRITAIN and IRELAND, with the Proportion which the Number of each Class bears to the Number of Miles of Railway open for Traffic at the same Date.

DATE.	Length of Lines open.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Time-keepers.	Stationmasters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Foremen.	Guards or Breaksmen.	Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	TOTAL.
Persons employed on Railways open 31st May 1848	Miles. 4,252	111	29	95	343	125	118	....	....	....	106	4,360	1,011	1,752	1,809	1,496	10,814	1,058	401	2,475	7,559	4,391	14,297	338	52,688
Average Number of Persons per mile	....	·026	·007	·022	·081	·029	·028	....	....	....	·025	1·025	·238	·412	·425	·352	2·543	·249	·094	·582	1·778	1·033	3·362	·080	12·391
Persons employed on Railways open 30th June 1849	5,447	156	32	107	314	120	138	490	1,300	....	103	4,021	709	1,839	1,871	1,631	10,809	1,540	1,361	1,508	8,238	5,508	14,029	144	55,968
Average Number of Persons per mile	....	·029	·006	·020	·058	·022	·026	·090	·238	....	·019	·738	·130	·338	·344	·299	1·984	·283	·250	·276	1·511	1·011	2·576	·027	10·261
Persons employed on Railways open 29th June 1850	6,307	163	29	110	287	120	136	519	1,697	....	110	4,464	939	2,057	2,169	1,991	11,643	1,788	1,294	1,627	8,602	6,175	13,814	240	59,974
Average Number of Persons per mile	....	·026	·005	·017	·046	·019	·021	·082	·269	....	·017	·708	·149	·326	·344	·316	1·846	·284	·205	·258	1·364	·979	2·190	·038	9·509
Persons employed on Railways open 30th June 1851	6,698	177	29	123	283	138	151	615	1,504	....	105	5,011	·970	2,258	2,387	2,252	12,463	1,865	1,341	1,599	9,776	5,605	14,810	101	63,563
Average Number of Persons per mile	....	·026	·004	·018	·042	·021	·023	·092	·224	....	·016	·748	·145	·337	·356	·336	1·861	·278	·200	·239	1·460	·837	2·211	·015	9·489
Persons employed on Railways open 30th June 1852	7,075	176	30	138	317	131	146	654	1,704	....	119	5,418	865	2,397	2,460	2,257	13,878	1,605	2,038	1,567	10,434	4,909	13,682	2,626	67,601
Average Number of Persons per mile	....	·025	·004	·020	·045	·019	·020	·092	·241	....	·017	·766	·122	·339	·348	·319	1·961	·227	·295	·221	1·475	·694	1·933	·371	9·554
Persons employed on Railways open 30th June 1853	7,511	189	31	162	345	169	160	689	1,897	....	161	6,315	1,021	2,821	2,869	2,641	15,624	2,223	2,273	1,542	12,188	6,033	18,987	2,069	80,409
Average Number of Persons per mile	....	·025	·004	·022	·046	·022	·021	·092	·253	....	·021	·841	·136	·375	·382	·352	2·080	·296	·303	·205	1·623	·803	2·528	·275	10·705
Persons employed on Railways open 30th June 1854	7,803	177	38	133	324	206	167	718	2,105	322	186	6,389	1,012	3,054	3,126	3,213	20,112	2 731	2,071	1,140	13,447	7,235	19,678	2,225	90,409
Average Number of Persons per mile	....	·022	·005	·017	·042	·026	·021	·092	·270	·041	·024	·819	·130	·391	·401	·412	2·616	·350	·265	·185	1·723	·927	2·522	·285	11·586
Persons employed on Railways open 30th June 1855	8,116	204	33	140	356	193	181	823	2,183	322	153	7,732	1,132	3,157	3,488	3,237	21,247	2,836	2,470	1,622	14,498	7,172	22,449	2,324	97,952
Average Number of Persons per mile	....	·025	·004	·017	·043	·024	·022	·101	·269	·039	·019	·953	·140	·389	·430	·399	2·618	·350	·304	·200	1·787	·883	2·766	·286	12·068

APPENDIX No. 7.—Table No. 2. showing, for the several Railways,

1st. The capital authorized;

2nd. The capital raised on ordinary shares, preference shares, and loans, upon the 31st December 1854 and 31st December 1855;

3rd. The receipts from traffic and the working expenses during the years 1854 and 1855 respectively;

4th. The interest on preference and guaranteed shares, and interest on loan, calculated upon the amounts paid up on 31st December in each year; and,

5th. The proportion per cent. which the surplus income bears to the ordinary share capital; and the proportion per cent. which the net receipts bear to total capital.

N.B.—Under the head of preference capital and loan are included the ordinary and preference shares, and the loans of those companies whose lines are leased or worked, the interest upon which has been calculated at the rates actually paid to the share and debenture holders of those companies.

ENGLAND AND WALES.

Name of Railway Company.	Year.	Total capital authorized.	Total capital raised on 31st Dec. in each year, from Returns furnished to Parliament.				Receipts from traffic during the year, as furnished by the Railway Companies to this Department.	Working expenses during the year, from the half-yearly statements of the companies.	Preferential charges on 31st Dec. in each year, from Returns furnished to Parliament.			Total of working and preference charges.	Amount of surplus income.	Proportion per cent. which the receipts from traffic, less the working expenses during the year, and the preference and guaranteed charges, and interest on loan, on 31st Dec., bear to the ordinary share capital raised on 31st Dec.	Proportion per cent. which the receipts, less working expenses, during the year, bear to total capital raised on 31st Dec.	Remarks.	
			Ordinary shares.	Preference and guaranteed shares.	Loans.	Total.			Interest on preference and guaranteed shares.	Interest on loan.	Total.						
		£	£	£	£	£	£	£	£	£	£	£	£	£	£		
Birkenhead, Lancashire and Cheshire Junction	1854	3,150,000	2,010,690	....	354,532	2,365,222	135,856	87,563	....	15,921	15,921	103,484	32,372	1·61	2·08	....	....
	1855	3,150,000	2,021,072	....	363,890	2,384,962	128,838	83,337	....	15,770	15,770	99,107	29,731	1·47	1·86	....	....
Blyth and Tyne	1854	320,000	100,600	50,000	13,050	163,650	42,527	28,744	5,000	682	5,682	34,426	8,101	8·10	8·42	....	....
	1855	320,000	118,506	50,000	25,000	193,506	48,214	33,884	5,000	1,250	6,250	40,134	8,080	6·81	7·40	....	....
Bristol and Exeter (including "Exeter and Crediton" and "Somerset Central")	1854	4,507,599	1,995,959	862,791	922,188	3,781,238	315,808	160,707	29,265	39,838	69,103	229,810	85,998	4·31	4·10	....	....
	1855	4,892,599	1,996,599	906,325	969,568	3,872,492	329,164	163,072	33,663	42,033	75,696	238,768	90,396	4·51	4·29	....	....
Chester and Holyhead (including "Bangor and Carnarvon")	1854	4,499,332	2,092,890	820,243	1,084,064	3,997,197	214,865	118,888	42,661	49,555	92,216	211,104	3,761	·18	2·40	....	....
	1855	4,499,332	2,092,890	1,034,562	1,092,663	4,220,115	237,714	121,343	53,378	48,767	102,145	223,488	14,256	·67	2·75	....	....
Cockermouth and Workington	1854	143,332	75,220	17,259	36,608	129,087	8,270	3,468	845	1,483	2,328	5,796	2,474	3·29	3·72	....	....
	1855	143,332	75,220	23,139	35,708	134,067	8,840	4,235	1,139	1,443	2,582	6,817	2,023	2·69	3·43	....	....
East Anglian	1854	1,600,000	1,033,606	233,728	271,974	1,539,308	43,159	21,328	14,505	13,583	28,088	49,416	A deficiency of 6,257*.	....	....	....	....
	1855	1,600,000	1,033,606	233,571	273,553	1,540,730	45,983	22,033	14,519	13,574	28,093	50,126	A deficiency of 4,143*.	....	....	....	....
Eastern Counties:— (Including "Newmarket," "Royston and Hitchin," and "Northern and Eastern")	1854	15,551,330*	5,833,610	4,459,885	2,249,400	12,542,895	805,454	347,707	231,841	97,526	329,367	677,074	128,380	2·23	3·65	* Less moiety of Tilbury capital. The receipts and working expenses upon these lines are taken from the half-yearly statements of the Company.	
	1855	15,601,329*	5,833,610	4,476,848	2,737,051	13,047,509	856,708	401,661	223,520	121,227	344,747	746,408	110,300	1·88	3·48		
Eastern Union Section (including "Colchester, Stour Valley, Sudbury, and Halstead")	1854	3,895,666	1,103,287	751,155	735,267	2,589,709	169,832	88,283	34,830	35,238	70,068	158,351	11,481	1·04	3·15		
	1855	3,895,666	1,104,218	760,309	726,747	2,591,274	180,680	95,701	28,616	34,579	63,195	158,896	21,784	1·97	3·27		
Norfolk Section (including "Lowestoft")	1854	2,678,880	993,661	1,127,206	74,795	2,195,662	160,832	88,283	52,433	3,160	55,593	143,876	25,956	2·61	3·71		
	1855	2,678,880	993,661	1,129,380	68,795	2,191,836	180,680	95,701	52,520	3,126	55,646	151,347	29,333	2·95	3·87		
Eastern Lancashire	1854	4,237,833	2,221,300	530,190	956,469	3,707,959	271,446	139,370	31,474	40,283	71,757	211,127	60,319	2·71	3·56	....	....
	1855	4,237,833	2,221,300	614,959	986,888	3,823,147	283,326	142,878	32,986	42,372	75,358	218,236	65,090	2·93	3·67	....	....

ENGLAND AND WALES—*continued.*

NAME OF RAILWAY COMPANY.	Year.	Total capital authorized.	Total capital raised on 31st Dec. in each year, from Returns furnished to Parliament.				Receipts from traffic during the year, as furnished by the Railway Companies to this Department.	Working expenses during the year, from the half-yearly statements of the companies.	Preferential charges on 31st Dec. in each year, from Returns furnished to Parliament.			Total of working and preference charges.	Amount of surplus income.	Proportion per cent. which the receipts from traffic, less the working expenses during the year, and the preference and guaranteed charges, and interest on loan, on 31st Dec., bear to the ordinary share capital raised on 31st Dec.	Proportion per cent. which the receipts, less working expenses during the year bear to total capital raised on 31st Dec.	REMARKS.
			Ordinary shares.	Preference and guaranteed shares.	Loans.	Total.			Interest on preference and guaranteed shares.	Interest on loan.	Total.					
		£	£	£	£	£	£	£	£	£	£	£	£			
Furness	1854	441,933	188,695	97,685	91,933	378,313	43,362	16,129	4,884	3,957	8,841	25,270	18,092	9·58	7·11	....
	1855	599,970	233,340	100,000	101,933	435,273	41,732	18,394	5,000	4,458	9,458	27,852	13,880	5·95	5·36	
Great Northern (including "Ambergate, Nottingham, and Boston, and Eastern Junction," "East Lincolnshire," "Leeds, Bradford, and Halifax Junction," and "Horncastle")	1854	13,407,099	4,808,437	4,343,211	3,121,286	12,272,934	1,064,316	528,794	189,285	135,932	325,217	854,011	210,305	4·37	4·36	The receipts and expenditure of the Navigations are not included.
	1855	15,011,799	4,808,437	5,096,773	3,274,217	13,179,427	1,136,261	586,339	242,771	140,425	383,196	969,535	166,726	3·47	1·16	
Great Western (including "Gloucester and Dean Forest," "Hereford, Ross, & Gloucester," and "Shrewsbury and Birmingham," and "Shrewsbury and Chester" and "Wycombe")	1854	26,542,248	8,163,351	10,295,301	6,088,066	24,546,718	1,384,222	661,632	443,136	259,359	702,495	1,364,127	20,095	0·24	2·90	Under the head of capital raised is included a considerable amount of unproductive capital appertaining to lines not completed.
	1855	27,771,093	8,352,587	10,977,636	7,505,459	26,835,682	1,538,059	715,832	474,561	333,319	807,883	1,523,715	14,344	0·17	3·06	
Hull and Holderness	1854	153,000	73,621	....	26,300	99,921	6,435	3,385	....	1,279	1,279	4,664	1,771	2·40	3·05	The receipts and working expenses are only for the half year ended December 1854.
	1855	153,000	90,475	....	33,000	123,475	11,599	6,797	....	1,580	1,580	8,377	3,222	3·56	3·88	
Kendal and Windermere	1854	231,000	115,549	34,078	60,720	210,347	11,949	5,620	2,044	2,545	4,589	10,209	1,740	1·50	3·00	* Calculated at a mean rate of 4½ per cent.
	1855	231,000	116,550	33,000	49,567	199,117	11,236	4,764	1,980	2,006*	3,986	8,750	2,486	2·13	3·25	
Lancashire and Yorkshire (including "Blackburn," "Manchester, and Southport," "Barnsley and Wakefield," a moiety of "Preston and Wyre," and one-third of the "North Union")	1854	16,222,484	8,558,092	2,768,171	3,279,598	14,605,861	1,031,575	439,085	142,234	138,740	280,974	720,059	311,516	3·64	4·05	....
Do. do. and inclusive of "Liverpool, Crosby, and Southport"	1855	16,942,069	8,826,088	2,768,467	3,726,474	15,321,029	1,114,688	450,664	141,883	138,924	300,807	751,471	363,217	4·12	4·33	
Lancaster and Carlisle (including "Lancaster and Preston Junction")	1854	2,312,000	1,727,965	....	414,760	2,142,725	284,815	133,334	....	16,278	16,278	149,612	135,203	7·88	7·07	....
	1855	2,312,000	1,844,974	....	240,940	2,085,914	302,432	136,876	....	8,939	8,939	145,815	156,617	8·48	7·93	
Llanelly and Dock	1854	330,000	199,680	2,317	33,520	235,517	13,773	10,823	115	1,645	1,760	12,583	1,190	0·59	1·25	The receipts are exclusive of Shipping Dues, &c.
	1855	330,000	199,680	25,788	35,520	260,988	14,279	11,175	1,351	1,744	3,095	14,270	9	....	1·30	
London and Blackwall	1854	1,899,000	1,241,845	....	321,500	1,563,345	73,499	31,285	....	14,115	14,115	45,400	28,099	2·35	2·70	....
	1855	2,032,000	1,241,845	....	339,800	1,581,645	73,148	33,353	.. .	15,052	15,052	48,405	24,743	1·99	2·51	
London and North Western (including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley," and moiety of "Manchester, South Junction, and Altrincham," a moiety of the "Preston and Wyre," and two-thirds of the "North Union"	1854	42,898,875	22,427,612	3,386,010	10,694,084	36,507,706	3,245,8 2	1,550,759	161,486	445,584	607,070	2,157,829	1,087,623	4·85	4·61	The receipts do not include rents from other Companies, nor interest on shares held in other undertakings.
	1855	42,898,875	22,474,636	3,387,039	10,946,939	36,808,614	3,351,441	1,585,582	167,063	466,495	633,558	2,219,140	1,182,301	5·04	4·79	
London and South Western	1854	10,104,074	6,768,474	185,078	2,3 36,449	9,290,001	729,254	325,059	12,709	99,530	112,239	437,298	291,956	1·51	1·35	....
	1855	9,952,742	6,898,682	185,076	2,3 48,819	9,433,177	791,033	341,739	12,709	100,112	112,821	454,560	336,173	4·87	4·76	

London, Brighton, and South Coast	1854	7,860,000	4,615,633	1,237,646	1,837,085	7,690,364	685,605	326,670	65,814	75,136	140,950	467,620	217,985	4·72	4·66	....
Ditto (including "East Grinstead")	1855	7,860,000	4,615,633	1,286,773	1,871,635	7,774,041	690,732	323,120	66,477	76,371	142,848	465,968	224,764	4·86	4·72	
Manchester, Sheffield, and Lincolnshire, (including moiety of "Manchester, South Junction, and Altrincham").	1854	9,973,700	4,074,802	1,665,272	2,367,711	8,107,785	433,003	260,241	112,996	108,506	221,502	481,743	A deficiency of 43,740*l.*, exclusive however of Canal receipts.	....	....	The receipts and working expenses of Canals not included.
	1855	10,310,398	4,084,863	1,727,748	2,369,965	8,182,576	462,252	266,259	108,563	109,997	218,560	484,819	A deficiency of 22,567*l.*, exclusive however of Canal receipts.	....	....	
Maryport and Carlisle	1854	459,946	167,175	175,112	113,624	455,911	46,678	26,588	7,460	4,554	12,014	38,602	8,076	4·83	4·40	....
	1855	557,957	167,175	184,802	114,700	466,677	48,965	27,256	7,941	4,596	12,510	39,796	9,169	5·48	4·65	....
Midland, (exclusive of "North Western" and "Manchester, Buxton, Matlock, and Midlands Junction")	1854	20,762,159	10,008,418	5,148,341	3,936,218	19,092,977	1,475,379	680,013	267,427	159,763	427,190	1,107,203	368,176	3·67	4·16	....
	1855	20,762,159	10,009,102	5,651,542	4,073,314	19,734,258	1,505,699	705,058	288,959	147,573	436,532	1,141,590	364,109	3·64	4·06	....
Monmouthshire	1854	830,000	360,000	249,307	207,250	816,557	100,844	65,199	12,465	9,231	21,696	86,895	13,949	3·87	4·36	The receipts and working expenses of Canal not included.
	1855	1,100,000	360,000	361,650	207,500	929,150	100,398	59,263	18,082	9,241	27,326	86,589	13,809	3·83	4·41	
Newcastle-upon-Tyne and Carlisle	1854	2,000,000	1,118,152	148,460	544,677	1,811,289	162,178	67,870	5,938	22,906	28,844	96,714	65,464	5·84	5·20	....
	1855	2,000,000	1,118,534	149,735	539,927	1,808,196	166,068	72,373	5,989	22,888	28,877	101,250	64,818	5·79	5·17	....
Newport, Abergavenny, and Hereford	1854	1,510,333	446,616	....	243,980	690,596	This line was only opened in October 1854.						....	....	....	....
	1855	1,510,333	530,307	85,318	241,050	856,675	36,880	23,266	4,265	11,724	15,989	39,255	A deficiency of 2,375*l.*	....	....	....
North Devon	1854	828,500	303,886	....	141,300	445,186	7,609	....	....	6,383	6,385	Line leased by Mr. Brassey. Working expenses not published			....	The receipts are for the half ended December 1854.
	1855	828,500	324,968	....	144,800	469,768	18,144	....	....	6,772	6,772				....	
North Eastern (including "Great North of England," "Hartlepool Dock & Railway," "Hull & Selby," and "Great North of England, Clarence, & Hartlepool Junction.")	1854	25,372,712	10,923,293	3,177,136	6,323,766	20,424,195	1,596,702	830,055	156,838	266,543	423,381	1,253,436	343,356	3·14	3·75	....
	1855	25,372,712	10,949,296	3,237,469	6,379,772	20,566,537	1,669,843	840,039	159,214	274,111	433,325	1,273,364	396,479	3·62	4·03	....
North London	1854	1,299,666	890,837	....	297,000	1,187,837	104,738	54,931	....	13,449	13,449	68,380	36,358	4·08	4·19	....
	1855	1,299,666	900,835	....	324,900	1,225,735	116,627	63,378	....	14,351	14,351	77,729	38,898	4·31	4·34	....
North Staffordshire (exclusive of Canal	1854	4,650,000	2,826,372	....	1,105,876	3,932,248	204,330	105,569	....	48,577	48,577	154,146	50,181	1·77	2·51	The capital raised is exclusive of Canal capital; and the receipts and expenditure are also exclusive of that of the Canal.
	1855	5,820,000	2,826,372	....	1,098,276	3,924,648	203,183	110,595	....	49,620	49,620	160,215	42,968	1·52	2·36	
North Western (leased to the Midland Railway Company)	1854	1,759,300	809,226	126,285	217,497	1,153,008	50,464	26,328	6,314	10,027	16,341	42,669	7,795	0·96	2·09	....
	1855	1,759,300	810,458	126,285	229,132	1,165,875	50,983	27,405	6,314	10,673	16,987	44,392	6,591	0·81	2·02	....
Oxford, Worcester, and Wolverhampton	1854	4,124,999	1,425,975	1,098,136	779,038	3,303,149	157,979	87,854	65,887	35,066	100,953	188,807	A deficiency of 30,822*l.*	....	....	....
	1855	4,124,999	1,438,704	1,285,847	993,908	3,718,459	182,760	101,300	77,150	47,958	125,108	226,168	A deficiency of 43,648*l.*	....	....	....
Preston and Longridge	1854	58,000	49,535	....	3,000	52,535	3,285	1,835	....	120	120	1,955	1,330	2·67	2·76	....
	1855	58,000	48,000	....	3,000	51,000	3,270	1,887	....	142	142	2,029	1,241	2·58	2·71	....
Port Carlisle Dock and Railway	1854	35,000	....	35,000	....	35,000	1,957	1,297	1,750	....	1,750	3,047	A deficiency of 1,090*l.*	....	....	The receipts are from the 22d June to 31st Dec. only. The Railway Capital is a preference of the Dock Capital.
	1855	35,000	....	35,000	....	35,000	3,155	....	1,750	....	1,750	....	....	....	....	

ENGLAND AND WALES—*continued.*

NAME OF RAILWAY COMPANY.	Year.	Total capital authorized.	Total capital raised on 31st Dec. in each year, from Returns furnished to Parliament.				Receipts from traffic during the year, as furnished by the Railway Companies to this Department.	Working expenses during the year, from the half-yearly statements of the companies.	Preferential charges on 31st Dec. in each year, from Returns furnished to Parliament.			Total of working and preference charges.	Amount of surplus income.	Proportion per cent., which the receipts from traffic, less the working expenses during the year, and the preference and guaranteed charges, and interest on loan, on 31st Dec. bear to the ordinary share capital raised on 31st Dec.	Proportion per cent. which the receipts, less working expenses, during the year bear to total capital raised on 31st Dec.	REMARKS.
			Ordinary shares.	Preference and guaranteed shares.	Loans.	Total.			Interest on preference and guaranteed shares.	Interest on loan.	Total.					
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	
St. Helen's Canal and Railway (Railway Traffic only)	1854	926,500	129,510	534,829	233,100	897,439	47,604	20,523*l.*	27,415	10,792	38,207	58,730	A deficiency of 11,126*l.*	....	....	The receipts and working expenses of the Canal are not included. The capital is inclusive of Canal capital.
	1855	926,500	129,510	507,925	275,489	912,924	50,672	23,371	26,172	13,168	39,340	62,711	A deficiency of 12,039*l.*	....	....	
Shrewsbury and Hereford (line on Lease to Mr. Brassey, for seven years, from July 1, 1854)	1854	600,000	358,396	....	150,000	508,396	53,581	No account, Line leased to Mr. Brassey	....	6,815	6,815	....	....	....	....	....
	1855	600,000	371,700	....	150,000	521,700	59,633		....	6,895	6,895	....	....	....	....	....
Shropshire Union Railways	1854	1,072,500	911,246	....	....	911,246	43,238	31,095	....	....	....	34,095	9,143	1·00	1·00	Railway receipts and working expenses only.
	1855	1,072,600	911,381	....	....	911,381	42,584	30,432	....	....	....	30,432	12,152	1·33	1·33	
South Devon	1854	2,583,166	998,080	642,798	402,901	2,043,779	118,730	66,173	17,440	19,455	36,895	103,068	15,662	1·56	2·37	....
	1855	2,583,166	998,080	645,468	442,961	2,086,509	124,391	73,433	17,560	21,448	39,008	112,141	11,950	1·19	2·44	....
South Eastern (including "London and Greenwich," and "Reading, Guildford, and Reigate")	1854	13,188,675	7,727,804	2,133,764	2,706,025	12,567,593	878,762	440,879	91,755	122,459	214,214	655,093	223,669	2·89	3·48	....
	1855	13,822,908	7,805,195	2,265,170	3,327,544	13,397,909	959,257	511,367	97,688	131,102	228,740	740,107	219,150	2·80	3·26	....
South Staffordshire	1854	1,260,000	748,125	....	257,365	1,005,490	85,703	No account, Line leased to Mr. Macclean.	....	10,672	10,672	....	....	....	....	....
	1855	1,427,000	818,820	....	298,015	1,116,835	82,533		....	13,589	13,589	....	....	....	....	....
South Wales	1854	4,423,650	2,475,922	331,902	1,059,958	3,867,782	242,774	137,546	14,280	48,287	62,567	200,113	42,661	1·72	2·71	....
	1855	4,906,600	2,450,371	572,476	1,023,184	4,046,031	285,127	174,622	25,465	46,969	72,434	247,056	38,071	1·55	2·73	....
South Yorkshire Railway and River Dun Company	1854	1,373,625	478,721	50,520	343,547	872,788	62,079	25,985	2,020	14,320	16,340	42,325	19,754	4·12	4·13	The receipts and working expenses of navigation are not included. The capital is inclusive of navigation capital.
	1855	1,373,625	478,737	50,520	343,547	872,824	53,196	24,831	2,020	14,462	16,482	41,313	11,883	2·48	3·24	
Stockton and Darlington, (including "Middlesbro' and Redcar," "Wear Valley," and "Middlesbrough and Guisborough")	1854	2,257,972	406,405	1,207,304	631,984	2,245,693	275,854	142,676	68,061	27,330	95,391	238,067	37,787	9·30	5·93	....
	1855	2,457,972	492,033	1,272,053	696,868	2,460,954	305,399	160,994	71,830	31,348	103,178	264,172	41,227	8·37	5·86	....
Taff Vale, (including "Aberdare")	1854	1,134,600	516,000	335,000	283,600	1,134,600	176,583	95,954	18,950	11,744	30,694	124,648	49,935	9·67	7·10	....
	1855	1,134,600	516,000	335,000	283,600	1,134,600	186,719	102,955	18,950	11,757	30,707	133,662	53,057	10·28	7·38	....
Vale of Neath	1854	793,333	513,267	....	197,980	711,247	41,451	18,986	....	9,063	9,063	28,049	13,402	2·61	3·15	....
	1855	953,333	546,607	....	198,300	744,907	53,159	28,083	....	8,988	8,988	37,071	16,088	2·94	3·36	....

Warrington and Stockport	1854	399,600	168,693	....	51,350	220,043	5,126	3,674	....	2,226	2,226	5,900	A deficiency of 774*l.*	....	....	....
	1855	399,600	180,000	....	60,000	240,000	5,235	4,600	....	2,659	2,659	7,259	A deficiency of 2,024*l.*	....	....	....
West Cornwall	1854	665,000	329,117	....	157,900	487,017	32,529	19,820	....	6,766	6,766	26,586	5,943	1·80	2·60	....
	1855	665,000	353,566	....	157,759	511,325	31,366	18,432	....	7,072	7,072	25,504	5,862	1·65	2·52	....
West Hartlepool Harbour and Railway	1854	1,994,666	552,000	548,572	430,000	1,530,572	107,121	55,100 Exclusive of shipping expenses.	28,497	21,500	49,997	105,097	2,024	0·36	3·59	....
	1855	1,994,666	820,000	548,572	475,000	1,843,572	116,168	....	28,497	23,750	52,247	....	....	....	....	....
Whitehaven and Furness Junction	1854	469,933	282,776	25,144	124,933	432,853	13,787	8,421	1,382	5,827	7,209	15,630	A deficiency of 1,843*l.*	....	....	....
	1855	469,933	257,632	29,814	133,953	421,399	14,429	9,454	1,639	6,214	7,853	17,307	A deficiency of 2,878*l.*	....	....	....
Whitehaven Junction	1854	233,000	100,000	39,678	45,000	184,678	17,540	7,998	2,198	1,849	4,047	12,045	5,495	5·49	5·16	....
	1855	233,000	100,000	41,770	48,000	189,770	16,683	9,708	2,303	2,007	4,310	14,018	2,665	2·66	3·67	....
Total	1854	265,778,196	124,592,5	48,875,114	57,568,483	231,036,100	17,157,511	8,402,826	2,373,634	2,471,729	4,845,363	13,248,189	3,909,322	3·13	3·78	Exclusive of "Newport, Abergavenny, and Hereford," "North Devon," "Shrewsbury and Hereford," and "South Staffordshire" Railways.
	1855	272,817,039	125,656,6	51,620,837	61,320,81	238,598,339	18,051,962	8,848,841	2,499,196	2,633,637	5,132,833	13,981,674	4,070,288	3·24	3·85	Exclusive of "North Devon," "Port Carlisle," "Shrewsbury and Hereford," "South Staffordshire," and "West Hartlepool" Railways.

SCOTLAND.

Aberdeen (including "Arbroath and Forfar")	1854	2,046,334	810,043	632,157	473,858	1,916,058	104,707	53,085	37,687	22,896	60,583	113,668	A deficiency of 8,961*l.*	....	....	....
	1855	2,133,584	812,268	706,669	439,549	1,958,486	116,921	60,921	40,845	20,476	61,321	122,242	A deficiency of 5,321*l.*	....	....	....
Caledonian (including "Glasgow, Barrhead, and Neilston Direct," "Glasgow, Paisley, and Greenock," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," and "Wishaw and Coltness")	1854	9,891,075	3,185,942	2,465,865	2,213,229	7,865,036	586,394	268,208	117,600	95,501	213,101	481,309	105,085	3·29	4·04	....
	1855	10,300,975	3,305,972	2,684,132	2,262,690	8,252,794	608,953	278,060	115,191	101,513	216,704	494,764	114,189	3·45	4·01	....
Caledonian and Dumbartonshire Junction]	1854	866,600	195,494	....	....	195,494	11,697	6,614	....	....	....	6,614	5,083	2·60	2·60	....
	1855	866,600	196,520	....	....	196,520	12,232	5,798	....	....	....	5,798	6,434	3·27	3·27	....
Deeside	1854	141,650	72,984	....	35,380	108,364	10,488	4,775	....	1,637	1,637	6,416	4,076	5·58	5·27	....
	1855	141,650	79,687	....	35,400	115,087	11,770	5,559	....	1,529	1,529	7,088	4,682	5·87	5·39	....
Dundee and Arbroath	1854	355,600	199,265	64,428	39,500	303,193	27,676	17,647	3,261	1,615	4,876	22,523	5,153	2·58	3·30	The expenses are for the years ended 31st October.
	1855	355,600	199,265	64,509	45,500	309,274	27,724	16,388	3,225	1,855	5,080	21,468	6,256	3·13	3·66	
Dundee and Perth and Aberdeen Railway Junction, (including "Dundee and Newtyle")	1854	1,006,599	311,044	221,032	239,599	771,675	46,576	24,698	6,880	11,226	18,106	42,804	3,772	1·21	2·83	....
	1855	1,006,599	299,507	301,088	235,299	835,894	48,996	26,683	10,884	11,254	22,138	48,821	175	....	2·66	....
Edinburgh and Glasgow, (including "Edinburgh and Bathgate," and "Stirling and Dumfermline")	1854	3,378,075	2,223,375	697,720	1,280,711	4,201,806	268,280	116,350	29,763	52,692	82,455	198,805	69,475	3·12	·61	....
	1855	4,573,075	2,223,375	765,430	1,297,849	4,286,654	266,761	129,263	33,032	55,260	88,292	217,555	49,206	2·21	·20	....

SCOTLAND—*continued.*

NAME OF RAILWAY COMPANY.	Year.	Total capital authorized.	Total capital raised on 31st Dec. in each year, from Returns furnished to Parliament.				Receipts from traffic during the year, as furnished by the Railway Companies to this Department.	Working expenses during the year, from the half-yearly statements of the companies.	Preferential charges on 31st Dec. in each year, from Returns furnished to Parliament.			Total of working and preference charges.	Amount of surplus income.	Proportion per cent. which the receipts from traffic, less the working expenses during the year, and the preference and guaranteed charges, and interest on loan, on 31st Dec., bear to the ordinary share capital raised on 31st Dec.	Proportion per cent. which the receipts, less working expenses, during the year, bear to total capital raised on 31st Dec.	REMARKS.
			Ordinary shares.	Preference and guaranteed shares.	Loans.	Total.			Interest on preference and guaranteed shares.	Interest on loan.	Total.					
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Edinburgh, Perth, and Dundee	1854	4,319,894	1,280,000	339,061	1,599,170	3,218,231	151,283	88,613	13,561	52,546	66,107	154,720	A deficiency of 3,437*l.*	....	....	....
	1855	4,319,894	1,280,000	378,954	1,577,661	3,236,615	162,342	92,431	15,157	52,059	67,216	159,647	2,695	0·21	2·16	....
Glasgow and South Western, (including "Kilmarnock and Troon")	1854	7,567,400	2,772,281	541,250	953,744	4,267,275	286,839	128,458	23,012	37,318	60,330	188,788	98,051	3·53	3·71	....
	1855	4,711,666	2,801,633	541,250	1,074,321	4,417,204	310,899	131,854	23,012	43,859	66,871	198,725	112,174	4·00	4·05	....
Great North of Scotland	1854	1,407,440	184,792	382,154	....	566,946	10,337	....	19,107	....	19,107	....	....	....	....	This line was opened for goods on 12th Sept., and for passengers 20th Sept.
	1855	1,407,440	275,203	287,853	108,300	671,356	42,365	15,825	14,392	4,873	19,265	35,090	7,275	2·64	3·95	
Monkland (including "Slamannan and Borrowstouness" Stock)	1854	994,666	355,928	119,660	167,187	642,775	55,978	22,967	6,409	6,532	12,941	35,908	20,070	5·63	5·13	....
	1855	994,666	340,204	133,750	183,033	656,987	62,224	24,412	7,043	7,231	14,274	38,686	23,538	6·91	6·05	....
Morayshire	1854	39,600	29,068	....	9,700	38,768	2,689	1,800	....	430	430	2,230	459	1·57	2·29	The working expenses are for the year ended Oct. 1854.
	1855	39,600	24,100	....	8,850	32,950	2,530	1,667	....	388	388	2,055	475	1·97	2·61	
North British	1854	4,471,327	2,497,139	780,200	1,116,678	4,394,017	243,745	143,312	45,010	48,766	93,776	237,088	6,657	·26	2·28	....
	1855	4,471,327	2,497,295	780,200	1,117,465	4,394,960	261,257	174,243	39,010	50,416	89,426	263,669	A deficiency of 2,412*l.*	....	1·98	....
St. Andrews'	1854	28,000	18,375	....	6,750	25,125	3,117	1,060	....	286	286	1,346	1,771	....	....	The receipts and working expenses are from the 1st Aug. only.
	1855	28,000	21,000	....	4,500	25,500	3,260	2,043	....	197	197	2,240	1,020	4·85	4·77	
Scottish Central	1854	1,729,160	1,018,510	152,510	418,077	1,589,097	126,566	51,139	7,645	15,977	23,622	74,761	51,805	5·08	4·68	....
	1855	1,729,160	1,019,047	176,563	417,952	1,613,562	134,066	52,887	8,707	16,885	25,592	78,479	55,587	5·45	5·03	....
Scottish Midland Junction	1854	800,000	585,501	....	129,378	714,879	45,467	23,842	....	4,863	4,863	28,705	16,762	2·86	3·02	....
	1855	800,000	585,775	....	149,102	734,877	51,169	25,142	....	5,753	5,753	31,195	19,974	3·41	3·63	....
Total	1854	37,635,980	15,554,949	6,013,883	8,682,961	30,251,793	1,971,502	952,568	290,828	352,285	643,113	1,595,681	575,821	2·12	3·36	Exclusive of "Great North of Scotland" Railway.
	1855	37,969,836	15,960,851	6,820,298	8,957,471	31,738,720	2,123,469	1,043,476	310,498	373,548	684,046	1,727,522	395,947	2·48	3·40	

IRELAND.

Belfast and Ballymena	1854	753,333	367,330	. . .	124,556	491,886	42,343	18,450	....	5,324	5,324	23,774	18,569	5·05	4·96	The working expenses are for the years ended 31st October.
	1855	753,333	417,430	....	127,856	545,286	42,040	17,281	....	6,102	6,102	23,383	18,057	4·46	5·03	
Belfast and County Down	1854	666,666	257,086	....	....	257,056	12,829	5,934	....	....	....	5,934	6,965	2·71	2·71	....
	1855	666,666	257,741	16,060	....	273,801	13,438	5,625	803	....	803	6,428	7,010	2·71	3·07	....
Cork and Bandon	1854	698,000	174,952	47,290	62,950	285,192	10,937	7,210	2,600	2,971	5,571	12,781	A deficiency of 1,844*l.*	....	....	....
	1855	698,000	240,000	47,821	74,117	361,938	12,124	6,570	2,795	3,537	6,332	12,902	A deficiency of 778*l.*	....	....	....
Cork, Blackrock, and Passage	1854	226,663	118,336	....	40,123	158,459	10,173	6,221	....	1,869	1,869	8,090	2,083	1·76	2·54	The working expenses are for the years ended 31st October.
	1855	226,663	118,686	....	40,892	159,578	9,244	6,192	....	1,916	1,916	8,108	1,136	0·97	1·91	

Dublin and Belfast Junction	1854	1,266,660	771,822	....	208,050	979,872	48,067	18,301	....	8,597	8,597	26,898	21,169	2·74	3·03	The receipts are exclusive of the rent of the Navan branch.
	1855	1,266,660	779,195	....	194,850	974,045	54,724	20,813	....	8,281	8,281	29,094	25,630	3·28	3·48	
Dublin and Drogheda	1854	1,270,666	526,537	88,053	343,843	958,433	69,390	27,181	4,004	15,613	19,617	46,798	22,592	4·29	4·40	....
	1855	1,270,666	526,612	91,969	350,329	968,910	73,104	30,871	4,160	15,970	20,130	51,001	22,103	4·19	4·40	....
Dublin and Kingstown	1854	670,000	290,000	....	70,000	360,000	51,406	26,189	....	2,800	2,800	28,989	22,417	7·73	7·00	....
	1855	670,000	297,500	....	70,000	367,500	50,609	25,453	....	2,800	2,800	28,253	22,356	7·52	6·84	....
Dublin and Wicklow	1854	666,666	347,954	....	91,500	439,454	7,504	4,799	....	4,212	4,212	9,011	A deficiency of 1,567*l.*	....	....	This line was only opened for traffic in July 1854.
	1855	666,666	473,971	....	140,500	614,471	26,372	9,470	....	6,762	6,762	16,232	10,140	2·13	2·75	
Dundalk and Enniskillen	1854	542,400	232,230	....	134,950	367,180	11,714	6,252	....	5,677	5,677	11,929	A deficiency of 215*l.*	...	...	....
	1855	542,400	171,420	76,604	95,600	343,624	17,706	8,441	3,830	4,180	8,010	16,451	1,255	0·73	2·69	....
Great Southern and Western	1854	4,086,630	2,500,000	1,146,318	421,602	4,067,920	288,143	123,497	52,046	19,434	71,480	194,977	93,166	3·72	4·04	....
	1855	4,141,630	2,500,000	1,200,486	438,602	4,139,088	336,779	122,076	54,222	18,440	72,662	194,738	142,041	5·68	5·18	....
Irish South Eastern	1854	352,000	231,881	....	33,000	264,881	11,699	7,197	....	1,320	1,320	8,517	3,182	1·37	1·69	....
	1855	352,000	231,981	....	33,050	265,031	13,324	7,014	....	1,342	1,342	8,356	4,968	2·14	2·38	....
Killarney Junction	1854	350,000	121,592	....	125,000	246,592	12,455	7,945	....	5,000	5,000	12,945	A deficiency of 490*l.*	....	....	The working expenses are for the years ended 30th Sept.
	1855	350,000	124,434	....	125,000	249,434	15,418	6,867	....	5,000	5,000	11,867	3,551	2·86	3·42	
Londonderry and Coleraine	1854	746,666	176,050	145,127	165,500	486,677	13,503	....	7,256	7,413	14,669	....	....	....	....	No account of the working expenses have been received.
	1855	746,666	176,050	145,302	165,500	486,852	13,868	....	7,265	7,413	14,678	....	....	....	....	
Londonderry and Enniskillen	1854	605,000	128,905	241,321	125,000	495,226	26,638	15,716	12,066	5,612	17,678	33,394	A deficiency of 6,756*l.*	....	....	....
	1855	605,000	129,120	288,248	125,000	542,368	32,614	20,348	14,412	5,612	2 02	40,372	A deficiency of 7,758*l.*	....	....	....
Midland Great Western Railway of Ireland	1854	2,596,666	1,150,943	....	530,040	1,680,983	132,318	58,869	....	25,151	25,151	84,020	48,298	4·19	4·37	The capital includes the sum paid for the Royal Canal. The receipts and working expenses are exclusive of that of the canal.
	1855	2,596,666	1,164,816	....	601,178	1,765,994	145,917	58,647	....	28,758	28,758	87,405	58,512	5·02	4·94	
Newry and Enniskillen	1854	1,200,000	117,498	....	....	117,498	1,034	950	....	....	....	950	84	0·7	0·7	Line not opened till 1st March, 1854.
	1855	1,200,000	126,149	....	....	126,149	2,539	1,911	....	....	....	1,911	628	0·49	0·49	
Newry, Warrenpoint, and Rostrevor	1854	133,333	100,000	....	10,625	110,625	3,718	....	....	510	510	....	....	....	....	Working expenses not known.
	1855	133,333	100,000	4,624	10,681	115,305	3,560	1,938	277	516	793	2,731	820	0·82	1·40	....
Ulster	1854	800,000	513,356	....	199,500	713,356	66,780	26,228	....	8,440	8,440	34,668	32,112	6·25	5·68	....
	1855	1,000,000	533,224	....	198,700	731,924	67,456	21,709	....	8,514	8,514	30,223	37,233	6·98	5·68	....
Waterford and Kilkenny	1854	599,000	368,543	....	114,730	483,273	10,631	7,899	....	4,589	4,589	12,488	A deficiency of 1,857*l.*	....	....	The working expenses are for the years ended September.
	1855	599,000	248,730	170,488	132,652	551,870	14,234	10,945	10,228	5,562	15,790	26,735	A deficiency of 12,501*l.*	....	....	
Waterford and Limerick	1854	1,000,000	542,273	171,500	267,055	980,828	38,929	27,930	8,575	12,195	20,770	48,700	A deficiency of 9,771*l.*	....	....	....
	1855	1,120,000	542,376	200,000	275,703	1,018,079	49,709	29,449	10,000	12,655	22,655	52,104	A deficiency of 2,395*l.*	....	....	....
Waterford and Tramore	1854	64,000	32,157	....	13,900	46,057	4,202	2,231	....	570	570	2,801	1,401	4·35	6·12	....
	1855	64,000	34,937	....	15,700	50,637	4,589	2,881	....	642	642	3,523	1,066	3·05	3·37	....
Total	1854	17,884,350	8,793,865	1,694,482	2,905,799	13,394,146	857,262	398,999	79,291	129,374	208,665	607,664	249,598	2·84	3·42	Exclusive of "Londonderry and Coleraine" and "Newry and Warrenpoint."
	1855	18,922,683	9,018,322	2,096,300	3,050,410	14,165,032	985,500	414,501	100,727	136,589	237,316	651,817	333,683	3·70	4·03	Exclusive of "Londonderry and Coleraine" Railway.

APPENDIX No. 7.

No. 3.

ACTUAL NUMBER of PASSENGERS conveyed of each Class; the Per-centage Proportion of each Class, and the Average Number of Passengers of each Cla conveyed per Mile per Annum.

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class, and Parliamentary.	Mixed or not duly apportioned into Classes, and Season Ticket Holders.	Total conveyed.
ENGLAND.	Miles.					
Actual No. conveyed during 1849	4355·5	6,186,899	18,844,152	24,848,313	—	49,879,364
Per-centage proportion		12·40	37·79	49·81	—	100·
Average No. per mile		1,420	4,325	5,705	—	11,450
Actual No. conveyed in 1850	4908·5	7,127,823	22,869,713	28,516,899	—	59,514,435
Per-centage proportion		12·18	39·08	48·74	—	100·
Average No. per mile		1,452	4,659	5,809	—	11,920
Actual No. conveyed in 1851	5217·5	8,652,536	26,496,522	35,317,240	4,887	70,471,179
Per-centage proportion		12·41	37·58	50·01	·00	100·
Average No. per mile		1,658	5,078	6,768	—	13,504
Actual No. conveyed in 1852	5477·	9,053,591	27,545,411	36,613,992	12,125	73,235,119
Per-centage proportion		12·37	37·62	50·00	·01	100·
Average No. per mile		1,654	5,029	6,686	2	13,371
Actual No. conveyed in 1853	5730·5	10,746,646	31,829,145	41,623,052	14,118	84,212,961
Per-centage proportion		12·76	37·80	49·42	·02	100·
Average No. per mile		1,875	5,555	7,263	2	14,695
Actual No. conveyed in 1854	5962·	12,249,067	33,234,925	46,793,880	18,277	92,346,149
Per-centage proportion		13·29	36·04	50·65	·02	100·
Average No. per mile		2,054	5,582	7,848	3	15,487
Actual No. conveyed in 1855	6165·	13,151,559	34,397,572	51,608,123	18,669	99,175,923
Per-centage proportion		13·26	34·68	52·04	·02	100·
Average No. per mile		2,133	5,579	8,371	3	16,086
IRELAND.						
Actual No. conveyed in 1849	428·5	525,627	3,058,608	2,475,712	—	6,059,947
Per-centage proportion		8·69	50·46	40·85	—	100·
Average No. per mile		1,226	7,138	5,776	—	14,142
Actual No. conveyed in 1850	515·5	611,701	2,548,236	2,335,859	—	5,495,796
Per-centage proportion		11·13	46·37	42·50	—	100·
Average No. per mile		1,187	4,943	4,531	—	10,661
Actual No. conveyed in 1851	580·5	601,881	2,233,818	2,792,176	5,728	5,633,603
Per-centage proportion		10·68	39·65	49·57	·10	100·
Average No. per mile		1,037	3,848	4,810	9	9,704
Actual No. conveyed in 1852	666·	650,363	2,360,387	3,145,400	3,978	6,166,128
Per-centage proportion		10·64	38·29	51·01	·06	100·
Average No. per mile		985	3,544	4,723	6	9,258
Actual No. conveyed in 1853	771·	805,127	2,845,578	3,420,012	3,758	7,074,475
Per-centage proportion		11·38	40·23	48·34	·05	100·
Average No. per mile		1,044	3,691	4,436	4	9,175
Actual No. conveyed in 1854	865·5	923,125	2,750,068	3,233,618	4,369	6,911,170
Per-centage proportion		13·36	39·79	46·79	·06	100·
Average No. per mile		1,066	3,178	3,735	6	7,985
Actual No. conveyed in 1855	942·5	925,357	2,887,991	3,393,761	4,677	7,212,286
Per-centage proportion		12·84	40·04	47·06	·06	100·
Average No. per mile		982	3,064	3,601	5	7,652

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class and Parliamentary.	Mixed or not duly apportioned into Classes, and Season Ticket Holders.	co
SCOTLAND.						
Actual No. conveyed in 1849	795·5	580,284	1,618,892	5,556,297	136,755	7
Per-centage proportion		7·34	20·49	70·42	1·73	
Average No. per mile		729	2,035	6,997	172	
Actual No. conveyed in 1850	902·5	673,012	1,706,900	6,464,279	—	8
Per-centage proportion		7·61	19·29	73·10	—	
Average No per mile		745	1,892	7,162	—	
Actual No. conveyed in 1851	957·5	759,926	1,744,490	6,775,533	6,364	9
Per-centage proportion		8·18	18·78	72·96	·07	
Average No. per mile		794	1,822	7,076	6	
Actual No. conveyed in 1852	970·	818,616	1,865,451	7,033,555	16,860	9
Per-centage proportion		8·41	19·16	72·26	0·17	
Average No. per mile		843	1,923	7,252	17	
Actual No. conveyed in 1853	978·	1,083,115	1,928,120	7,984,907	3,082	10
Per-centage proportion		9·85	17·53	72·59	00·03	
Average No. per mile		1,107	1,971	8,165	3	
Actual No. conveyed in 1854	1019·	1,345,269	1,895,672	8,704,500	3,897	11
Per-centage proportion		11·26	15·86	72·85	·03	
Average No. per mile		1,320	1,860	8,542	3	
Actual No. conveyed in 1855	1069·5	1,531,919	1,791,044	8,879,345	4,618	12
Per-centage proportion		12·55	14·68	72·74	·03	
Average No. per mile		1,432	1,675	8,302	4	
GREAT BRITAIN and IRELAND.						
Total conveyed in 1849	5579·5	7,292,812	23,521,650	32,880,322	136,755	6
Per-centage proportion		11·42	36·84	51·52	0·22	
Average No. per mile		1,307	4,216	5,895	24	
Total conveyed in 1850	6326·5	8,412,536	27,124,849	37,317,037	—	7
Per-centage proportion		11·55	37·23	51·22	—	
Average No. per mile		1,329	4,287	5,899	—	
Total conveyed in 1851	6755·5	10,014,337	30,474,830	44,884,949	16,979	8
Per-centage proportion		11·72	35·69	52·57	·02	
Average No. per mile		1,482	4,511	6,645	2	
Total conveyed in 1852	7113·	10,528,570	31,781,249	46,792,947	32,963	8
Per-centage proportion		11·81	35·67	52·49	·03	
Average No. per mile		1,480	4,468	6,579	4	
Total conveyed in 1853	7488·5	12,634,888	36,602,843	53,027,971	20,958	10
Per-centage proportion		12·35	35·78	51·85	·02	
Average No. per mile		1,687	4,888	7,081	3	
Total conveyed in 1854	7846·5	14,517,461	37,930,655	58,782,048	26,543	11
Per-centage proportion		13·05	34·12	52·82	·02	
Average No. per mile		1,850	4,822	7,485	3	
Total conveyed in 1855	8177·	15,609,335	39,076,607	63,881,229	27,964	11
Per-centage proportion		13·17	32·95	53·86	·02	
Average No. per mile		1,909	4,778	7,813	3	

ACTUAL RECEIPTS from PASSENGERS of each Class; the per-centage Proportion of Receipts from each Class, and the Average Receipts from each Cla of Passengers per Mile per Annum.

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class and Parliamentary.	Mixed or not duly apportioned into Classes, Season Ticket Holders, and Excess Fares.	Total Receipts from Passengers.
ENGLAND.	Miles.	£	£	£	£	£
Actual receipts from passgrs in 1849	4355·5	1,744,700	2,258,029	1,443,789	—	5,446,518
Per-centage proportion		32·06	41·46	26·48	—	100·
Average receipts per mile		406	518	331	—	1,255
Actual receipts from passgrs in 1850	4908·5	1,569,721	2,440,638	1,578,244	—	5,588,603
Per-centage proportion		31·76	41·44	26·80	—	100·
Average receipts per mile		380	498	321	—	1,199
Actual receipts from passgrs in 1851	5217·5	2,215,527	2,719,738	1,977,710	39,637	6,952,612
Per-centage proportion		31·86	39·11	28·46	0·57	100·
Average receipts per mile		424	521	378	7	1,330
Actual receipts from passgrs in 1852	5477·	2,073,293	2,583,497	1,916,556	110,167	6,683,513
Per-centage proportion		31·02	38·65	28·68	1·65	100·
Average receipts per mile		379	471	350	20	1,220
Actual receipts from passgrs in 1853	5730·5	2,307,242	2,718,058	2,170,714	130,092	7,326,106
Per-centage proportion		31·49	37·11	29·63	1·77	100·
Average receipts per mile		403	474	378	24	1,279
Actual receipts from passgrs in 1854	5962·	2,415,744	2,903,192	2,425,722	151,744	7,896,402
Per-centage proportion		30·58	36·79	30·72	1·91	100·
Average receipts per mile		406	486	407	25	1,324
Actual receipts from passgrs in 1855	6165·	2,462,714	2,911,817	2,607,714	186,531	8,168,776
Per-centage proportion		30·15	35·64	31·92	2·29	100·
Average receipts per mile		400	472	423	30	1,325
IRELAND.						
Actual receipts from passgrs in 1849	428·5	64,445	116,979	109,180	—	290,604
Per-centage proportion		22·18	40·25	37·57	—	100·
Average receipts per mile		150	273	255	—	678
Actual receipts from passgrs in 1850	515·5	76,645	139,364	123,067	—	339,076
Per-centage proportion		22·60	41·10	36·30	—	100·
Average receipts per mile		148	270	239	—	657
Actual receipts from passgrs in 1851	580·5	78,136	142,184	141,204	4,079	365,603
Per-centage proportion		21·37	38·91	38·62	1·10	100·
Average receipts per mile		135	244	243	7	629
Actual receipts from passgrs in 1852	666·	100,190	163,155	162,807	9,758	435,910
Per-centage proportion		22·99	37·43	37·35	2·23	100·
Average receipts per mile		150	245	259	15	669
Actual receipts from passgrs in 1853	771·	130,007	203,651	193,378	10,223	537,259
Per-centage proportion		24·21	37·90	35·99	1·90	100·
Average receipts per mile		168	264	251	13	696
Actual receipts from passgrs in 1854	865·5	120,434	191,141	199,754	10,342	521,671
Per-centage proportion		23·09	36·63	38·29	1·99	100·
Average receipts per mile		139	221	231	11	602
Actual receipts from passgrs in 1855	942·5	136,387	218,863	211,619	11,884	578,753
Per-centage proportion		23·56	37·82	36·56	2·06	100·
Average receipts per mile		144	232	224	13	613

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class and Parliamentary.	Mixed or not duly apportioned into Classes, Season Ticket Holders, and Excess fares.	R
SCOTLAND.	Miles.	£	£	£	£	
Actual receipts from passgrs in 1849	795·5	118,623	155,961	263,507	2,679	
Per-centage proportion		21·96	28·84	48·71	0·49	
Average receipts per mile		149	196	331	4	
Actual receipts from passgrs in 1850	902·5	133,007	169,327	297,748	—	
Per-centage proportion		22·16	28·22	49·62	—	
Average receipts per mile		147	188	329	—	
Actual receipts from passgrs in 1851	957·5	145,636	164,813	309,810	2,290	
Per-centage proportion		23·39	26·48	49·76	0·37	
Average receipts per mile		152	171	324	2	
Actual receipts from passgrs in 1852	970·	147,198	171,992	319,003	6,377	
Per-centage proportion		22·83	26·69	49·49	0·99	
Average receipts per mile		151	177	328	7	
Actual receipts from passgrs in 1853	978·	176,744	175,377	337,864	7,727	
Per-centage proportion		25·33	25·14	48·43	1·10	
Average receipts per mile		181	179	345	8	
Actual receipts from passgrs in 1854	1019·	202,280	170,212	373,988	10,392	
Per-centage proportion		26·82	22·50	49·31	1·37	
Average receipts per mile		198	167	367	10	
Actual receipts from passgrs in 1855	1069·5	209,336	155,764	395,119	17,457	
Per-centage proportion		26·93	20·03	50·80	2·24	
Average receipts per mile		196	145	369	16	
GREAT BRITAIN AND IRELAND.						
Total receipts from passgrs in 1849	5579·5	1,927,768	2,530,969	1,816,476	2,679	
Per-centage proportion		30·71	40·31	28·93	0·04	
Average receipts per mile		345	454	326	—	
Total receipts from passgrs in 1850	6326·5	2,079,373	2,749,329	1,999,059	—	
Per-centage proportion		30·46	40·28	29·26	—	
Average receipts per mile		328	435	316	—	
Total receipts from passgrs in 1851	6755·5	2,439,299	3,028,735	2,428,724	46,006	
Per-centage proportion		30·72	38·11	30·59	0·58	
Average receipts per mile		361	448	359	7	
Total receipts from passgrs in 1852	7113·	2,320,681	2,918,644	2,398,366	126,302	
Per-centage proportion		29·89	37·59	30·89	1·63	
Average receipts per mile		326	411	337	17	
Total receipts from passgrs in 1853	7488·5	2,613,993	3,097,086	2,701,956	148,042	
Per-centage proportion		30·54	36·18	31·57	1·71	
Average receipts per mile		349	413	361	20	
Total receipts from passgrs in 1854	7846·5	2,738,458	3,243,545	2,999,464	172,478	
Per-centage proportion		29·45	35·48	32·69	1·88	
Average receipts per mile		349	416	382	21	
Total receipts from passgrs in 1855	8177·	2,808,437	3,286,444	3,214,452	215,872	
Per-centage proportion		29·48	34·50	33·75	2·27	
Average receipts per mile		343	402	393	26	

No. 3.—*continued.*

ISON OF MILEAGE, Number of Passengers conveyed, and of Receipts from Passengers and Goods, for the years ending December 1849 to December 1855.

	Mean length of Railway.	Number of Passengers.	Receipts. From Passengers.	Receipts. From Goods, including Passengers' Luggage Horses, Carriages Parcels, and Mails.	Receipts. From Passengers and Goods.
ND AND WALES.			£	£	£
ded Dec. 1849	4355·5	49,879,364	5,446,518	4,750,504	10,197,022
„ 1850	4908·5	58,514,435	5,888,603	5,480,772	11,369,375
ase over year 1849	553·	8,635,071	442,085	730,268	1,172,353
ntage increase	12·69	17·31	8·11	15·38	11·49
ded Dec. 1851	5217·5	70,471,179	6,952,612	6,044,183	12,996,795
ase over year 1850	309·	11,956,744	1,064,009	563,411	1,627,420
ntage increase	6·29	20·43	18·07	10·28	14·31
ded Dec. 1852	5477·	73,235,119	6,683,513	6,773,980	13,457,493
ase over year 1851	259·5	2,763,940	Decrease. 269,099	729,797	460,698
ntage increase	4·98	3·92	3·87	12·07	3·55
ded Dec. 1853	5730·5	84,212,961	7,326,105	8,112,477	15,438,582
ase over year 1852	253·5	10,977,842	642,592	1,338,497	1,981,089
ntage increase	4·61	14·99	9·62	19·75	14·72
ded Dec. 1854	5962·	92,346,149	7,896,402	9,446,523	17,342,925
ase over year 1853	231·5	8,133,188	570,297	1,334,046	1,904,343
ntage increase	4·03	9·65	7·78	16·44	12·33
ded Dec. 1855	6165·	99,175,923	8,168,776	10,194,593	18,363,369
ase over year 1854	203·	6,829,774	272,374	748,070	1,020,444
ntage increase	3·40	7·39	3·45	7·60	5·88
IRELAND.					
ded Dec. 1849	428·5	6,059,947	290,604	127,462	418,066
„ 1850	515·5	5,495,796	339,076	174,959	514,035
ase over year 1849	87·	Decrease. 564,151	48,472	47,497	95,969
ntage increase	20·30	9·30	16·67	37·25	22·95
ded Dec. 1851	580·5	5,633,603	365,603	198,459	564,062
ase over year 1850	65·	137,807	26,527	23,500	50,027
ntage increase	12·60	2·50	7·82	13·43	9·73
ded Dec. 1852	666·	6,166,127	435,910	243,609	679,519
ase over year 1851	85·5	532,524	70,307	45,150	115,457
ntage increase	14·72	9·45	19·23	22·75	20·46
ded Dec. 1853	771·	7,074,475	537,259	294,310	831,569
ase over year 1852	105·	908,348	101,349	50,701	152,050
ntage increase	15·76	14·73	23·24	20·81	22·37
ded Dec. 1854	865·5	6,911,170	521,671	352,806	874,477
ase over year 1853	94·5	Decrease. 163,305	Decrease. 15,588	58,496	42,908
ntage increase	12·25	2·30	2·90	19·87	5·16
ded Dec. 1855	942·5	7,212,286	578,753	421,079	999,832
ase over year 1854	77·	301,116	57,082	68,273	125,355
ntage increase	8·89	4·35	10·94	19·35	14·44

	Mean length of Railway.	Number of Passengers.	Receipts. From Passengers.	Receipts. From Goods, including Passengers' Luggage, Horses, Carriages, Parcels and Mails.	Receipts. From Passengers and Goods.
SCOTLAND.			£	£	£
Year ended Dec. 1849	795·5	7,902,228	540,770	650,640	1,191,410
„ „ 1850	902·5	8,884,191	600,082	721,176	1,321,258
Increase over year 1849	107·	941,963	59,312	70,536	129,848
Per centage increase	13·42	11·92	10·96	10·84	10·89
Year ended Dec. 1851	957·5	9,286,313	622,549	814,053	1,436,602
Increase over year 1850	55·	442,122	22,467	92,877	115,344
Per-centage increase	6·09	4·99	3·74	12·87	8·72
Year ended Dec. 1852	970·	9,734,482	644,570	928,972	1,573,542
Increase over year 1851	12·5	448,169	22,021	114,919	136,940
Per-centage increase	1·30	4·82	3·53	14·11	9·53
Year ended Dec. 1853	987·	10,999,224	697,712	1,068,016	1,765,728
Increase over year 1852	17·	1,264,742	53,142	139,044	192,186
Per-centage increase	1·75	12·99	8·24	14·96	12·21
Year ended Dec. 1854	1019·	11,949,388	756,872	1,241,450	1,998,322
Increase over year 1853	32·	950,164	59,160	173,434	232,594
Per-centage increase	3·24	8·67	8·47	16·23	13·17
Year ended Dec. 1855	1069·5	12,206,926	777,676	1,366,722	2,144,398
Increase over year 1854	50·5	257,538	20,804	125,272	146,076
Per-centage increase	4·95	2·15	2·75	10·09	7·31
GREAT BRITAIN AND IRELAND.					
Total for the year ended Dec. 1849	5579·5	63,841,539	6,277,892	5,528,606	11,806,498
„ „ 1850	6326·5	72,854,422	6,827,761	6,376,907	13,204,668
Total increase over 1849	747·	9,012,883	549,869	848,301	1,398,170
Per-centage increase	13·38	14·11	8·75	15·34	11·84
Total for the year ended Dec. 1851	6755·5	85,391,095	7,940,764	7,056,695	14,997,459
Total increase over 1850	429·	12,536,673	1,113,003	679,788	1,792,791
Per-centage increase	6·73	17·20	16·30	10·66	13·57
Total for the year ended Dec. 1852	7113·	89,135,729	7,763,993	7,946,561	15,710,554
Total increase over 1851	357·5	3,644,634	Decrease. 176,771	889,866	713,095
Per-centage increase	5·32	4·26	2·22	12·61	4·75
Total for the year ended Dec. 1853	7488·5	102,286,660	8,561,077	9,474,802	18,035,879
Total increase over 1852	375·5	13,150,931	797,084	1,528,241	2,325,325
Per-centage increase	5·27	14·75	10·26	19·23	14·80
Total for the year ended Dec. 1854	7846·5	111,206,707	9,174,945	11,040,779	20,215,724
Total increase over 1853	358·	8,920,047	613,868	1,565,977	2,179,845
Per-centage increase	4·77	8·73	7·71	16·52	12·66
Total for the year ended Dec. 1855	8177·	118,595,135	9,525,205	11,982,394	21,507,599
Total increase over 1854	330·5	7,388,428	350,260	941,615	1,291,875
Per-centage increase	4·21	6·64	3·82	8·62	6·39
Total increase of the year ended Dec. 1855, over year ended Dec. 1849	2597·5	54,753,596	3,247,313	6,453,788	9,701,101
Per-centage increase	46·55	85·76	51·72	116·73	82·17

GE NUMBER OF PASSENGERS and of Receipts from Passengers and from Goods per Mile per Annum, and per-centage Proportion of Receipts from Passenger and from Goods respectively, for the years ending December 1849 to December 1855.

Period.	Mean Length of Railway.	Capital raised per Mile of Railway open at 31st Dec.	Number of Passengers per Mile.	Receipts per Mile per Annum. From Passengers.	Receipts per Mile per Annum. From Goods, including Passengers' Luggage, &c.	Receipts per Mile per Annum. From Passengers and Goods.	Per-centage Proportion of Receipts. From Passengers.	Per-centage Proportion of Receipts. From Goods, including Passengers' Luggage, &c.	Per-centage Proportion of Receipts. From Passengers and Goods.	Proportion per Cent. of Traffic to Capital raised by Railway Companie
ENGLAND.	Miles.	£		£	£	£				£
he year ended December 1849	4355·5	37,351	11,450	1,255	1,090	2,345	53·42	46·58	100·	6·27
„ „ „ 1850	4908·5	38,544	11,920	1,199	1,117	2,316	51·79	48·21	100·	6·00
„ „ „ 1851	5217·5	38,300	13,504	1,330	1,158	2,488	53·49	46·51	100·	6·49
„ „ „ 1852	5477·	38,784	13,371	1,220	1,237	2,457	49·66	50·34	100·	6·33
„ „ „ 1853	5730·5	38,745	14,695	1,279	1,415	2,694	47·45	52·55	100·	6·95
„ „ „ 1854	5962·0	38,804	15,487	1,324	1,584	2,908	45·53	54·47	100·	7·49
„ „ „ 1855	6165·0	39,495	16,086	1,325	1,653	2,978	44·49	55·51	100·	7·54
SCOTLAND.										
he year ended December 1849	795·5	27,654	9,933	680	818	1,498	45·38	54·62	100·	5·41
„ „ „ 1850	902·5	27,612	9,799	664	799	1,463	45·42	54·58	100·	5·29
„ „ „ 1851	957·5	29,001	9,698	649	850	1,499	43·33	56·67	100·	5·16
„ „ „ 1852	970·	29,476	10,035	663	958	1,621	40·96	59·04	100·	5·49
„ „ „ 1853	987·	29,564	11,246	713	1,075	1,788	39·52	60·48	100·	6·04
„ „ „ 1854	1019·	29,792	11,725	742	1,219	1,961	37·84	62·16	100·	6·58
„ „ „ 1855	1069·5	29,580	11,413	726	1,277	2,003	36·24	63·76	100·	6·77
IRELAND.										
he year ended December 1849	428·5	18,859	14,142	678	297	975	69·51	30·49	100·	5·17
„ „ „ 1850	515·5	17,509	10,661	657	339	996	65·96	34·04	100·	5·68
„ „ „ 1851	580·5	16,886	9,704	629	342	971	64·80	35·18	100·	5·75
„ „ „ 1852	666·	16,772	9,258	669	351	1,020	64·15	35·85	100·	6·08
„ „ „ 1853	771·	15,334	9,175	696	382	1,078	64·62	35·38	100·	6·81
„ „ „ 1854	865·5	15,598	7,983	603	408	1,010	59·60	40·40	100·	6·47
„ „ „ 1855	942·5	15,051	7,652	613	447	1,060	57·83	42·17	100·	7·04
GREAT BRITAIN AND IRELAND.										
he year ended December 1849	5579·5	34,467	11,442	1,125	990	2,115	53·17	46·83	100·	6·13
„ „ „ 1850	6326·5	35,265	11,515	1,079	1,007	2,086	51·70	48·30	100·	5·91
„ „ „ 1851	6755·5	35,063	12,640	1,175	1,045	2,220	52·94	47·06	100·	6·33
„ „ „ 1852	7113·	35,418	12,531	1,091	1,117	2,208	49·42	50·58	100·	6·23
„ „ „ 1853	7488·5	35,309	13,659	1,143	1,265	2,408	47·46	52·54	100·	6·81
„ „ „ 1854	7846·5	35,052	14,160	1,168	1,408	2,576	45·34	54·66	100·	7·34
„ „ „ 1855	8177·	35,220	14,502	1,164	1,465	2,629	44·27	55·73	100·	7·45

APPENDIX No. 7.

TABLE No. 4, showing the EXPENDITURE of RAILWAY COMPANIES during the Year 1855, derived from the HALF YEARLY STATEMENTS of the several RAILWAY COMPANIES, and classified to as great an Extent as the Statements have permitted.

ENGLAND.

NAME OF COMPANY.	Half Year ended	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	REMARKS.
			Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.								
		£	£	£	£	£	£	£	£	£	£	£	£	£	
Ambergate, Nottingham, Boston, and Eastern Junction.	June	449		1,276		640		- -	140	84	- -	865	- -	3,454	The Great Northern Company have worked and maintained the line since the 2nd day of April.
	Dec.	- -	- -	- -	- -	- -	- -	- -	6	- -	- -	624	- -	*630	* Exclusive of interest on Canal debentures amounting to £3,153
Total - -		- -	- -	- -	- -	- -	- -	- -	146	- -	- -	1,489	- -	4,084	
Birkenhead, Lancashire, and Cheshire Junction.	June	3,416	9,431	715	685	2,853	7,315	178	1,418	1,069	- -	15,109	7,132	49,321	
	Dec.	7,603	9,234	993	983	3,398	6,044	- -	724	1,257	- -	10,912	7,739	*48,887	* Including £8,769 for per-centage of Bridgewater Trust and to London and North Western.
Total - -		11,019	18,665	1,708	1,668	6,251	13,359	178	2,142	2,326	- -	26,021	14,871	98208	
Blackburn - - -	June	1,146	- -	- -	- -	- -	- -	- -	169	148	- -	2,614	8,276	12,353	Working expenses included in Lancashire and Yorkshire.
	Dec.	1,089	- -	- -	- -	- -	- -	- -	99	167	- -	332	- -	1,687	
Total - -		2,235	- -	- -	- -	- -	- -	- -	268	315	- -	2,946	8,276	14,040	
Blyth and Tyne - -	June	1,469	4,917	88	1,508	- -	1,179	- -	683	66	- -	4,971	462	15,343	
	Dec.	1,613	6,217	79	2,986	- -	1,273	- -	681	83	- -	6,302	630	19,864	Including £1,310 for Staith and Shipping Expenses, and £4,1 for Wayleave, Rent &c.
Total - -		3,082	11,134	167	4,494	- -	2,452	- -	1,364	149	- -	11,273	1,092	35,207	
Bristol and Exeter - -	June	28,375	20,236	2,999		8,820	2,919	3,196	4,619	3,288	- -	7,315	19,555	101,322	
	Dec.	23,709	20,731	3,658		9,168	3,053	3,164	4,954	4,107	- -	9,024	20,373	101,941	Exclusive of £1,773 for Rental of Somerset Central.
Total - -		52,084	40,967	6,657		17,988	5,972	6,360	9,573	7,395	- -	16,339	39,928	203,263	
Chester and Holyhead -	June	7,337	24,845			6,001	5,424	2,271	1,228	1,737	- -	7,751	25,015	81,609	
	Dec.	12,851	25,731			5,948	5,528	2,608	1,930	12,732	- -	7,424	24,820	89,572	Exclusive of £23,5 for Steamboat Expenses.
Total - -		20,188	50,576			11,949	10,952	4,879	3,158	4,469	- -	15,175	49,835	171,181	
Cockermouth and Workington	June	142	643	- -	- -	664	- -	- -	33	29	- -	447	815	2,773	
	Dec.	313	604	- -	- -	819	- -	- -	24	40	- -	532	765	3,097	
Total - -		455	1,247	- -	- -	1,483	- -	- -	57	69	- -	979	1,580	5,870	
Colchester, Stour Valley, Sudbury, and Halstead.	June	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	192	- -	192	
	Dec.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	125	904	1,029	
Total - -		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	317	904	*1,221	* Line worked by Eastern Counties.
East Anglian - - -	June	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,133	6,907	8,040	
	Dec.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	612	6,839	7,451	
Total - -		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,745	13,746	*15,491	* Line worked and maintained by Eastern Counties.
Eastern Counties, including "Norfolk," "Lowestoft," "Eastern Union," "Royston and Hitchin," "East Anglian," and "East Suffolk."	June	29,962	110,533			88,332		8,818	17,016	9,847	- -	22,349	56,255	343,112	
	Dec.	53,107	112,782			91,736		9,511	15,745	12,554	- -	23,203	59,575	378,213	
Total - -		83,069	223,315			180,068		18,429	32,761	22,401	- -	45,552	115,830	721,325	
Eastern Union - -	June	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	7,590	21,931	29,521	Including Rent to Stour Valley Company, exclusive of £785 Rent of Stowmarket and Lark Navigation Line worked Eastern Counties.
	Dec.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	6,752	23 387	30,139	
Total - -		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	14,342	45,318	59,660	
East Lancashire - -	June	8,249	19,184	3,317	4,188	25,503		- -	1,833	1,508	- -	5,726	17,995	87,503	
	Dec.	11,740	20,467	2,058	3,852	28,800		- -	3,500	1,762	- -	4,320	20,910	97,109	
Total - -		19,989	39,651	5,375	8,040	54,303		- -	5,333	3,270	- -	10,046	38,905	184,912	
Furness - - -	June	2,652	3.309	808		1,600		- -	240	- -	- -	2,465	2,928	14,002	Includes loading and shipping minerals,
	Dec.	2,548	3,076	861		1,521		- -	372	- -	- -	2,341	2,771	13,490	
Total - -		5,200	6,385	1,669		3,121		- -	612	- -	- -	4,806	5,699	27,492	
Gloucester and Dean Forest -	June	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	80	471	551	
	Dec.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	80	467	547	
Total - -		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	160	938	1,098	
Great Northern - -	June	41,299	86,689	5,978	14,604	27,630	52,182	- -	9,348	7,015	8,009	23,620	68,499	344,873	Exclusive of 90,569*l.* the expenses and rent charges of the Ford Witham, and Sock Navigation.
	Dec.	46,678	100,297	10,612	16,510	28,309	58,379	- -	8,973	8,977	4,110	23,667	65,112	371,624	
Total - -		87,977	186,986	16,590	31,114	55,939	110,561	- -	18,321	15,992	12,119	47,287	133,611	716,497	

Table No. 4, showing the Expenditure of Railway Companies during the Year 1855—ENGLAND—*continued.*

NAME OF COMPANY.	Half Year ended	Maintenance of Way.	Locomotive Working and Repairs. Engines.	Carriages.	Waggons.	Traffic Charges. Coaching.	Merchandise Traffic.	Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	REMARKS.
		£	£	£	£	£	£	£	£	£	£	£	£	£	
t Western - -	June	68,456	65,314	32,419		15,982		35,332	14,587	14,553	2,500	37,280	147,	433,867	Exclusive of Gloucester and Dean Forest, and Wycombe Railways, amounting to £7,726.
	Dec.	63,970	66,979	29,993		49,384		12,730	13,147	17,321	2,500	41,689	182,189	479,902	Exclusive of rents of Gloucester and Dean Forest, Hereford, Ross, and Gloucester, and Wycombe Railways, amounting to £12,752, and exclusive of loss by South Wales Railway, amounting to £1171.
Total - -	- -	132,426	132,293	62,412		65,366		48,062	27,734	31,874	5,000	78,969	329,633	913,769	
Shrewsbury and Birmingham Section.	June	6,220	8,493	3,416		3,674		- -	205	590	- -	3,823	2,679	29,100	
	Dec.	5,302	7,289	2,519		4,133		- -	99	739	250	4,338	4,705	29,374	
Total - -	- -	11,522	15,782	5,935		7,807		- -	304	1,329	250	8,161	7,384	58,474	
Shrewsbury and Chester Section.	June	7,823	13,457	7,187		5,383		- -	377	774	250	6,211	11,983	53,445	
	Dec.	9,772	12,159	4,085		5,846		- -	533	1,099	250	7,983	11,833	53,560	
Total - -	- -	17,595	25,616	11,272		11,229		- -	910	1,873	500	14,194	23,816	107,005	
eford, Ross, & Gloucester	June	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	
	Dec.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	250	1,748	1,998	Line worked by Great Western.
Total - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	250	1,748	1,998	
and Holderness -	June	57	- -	1,230	327	726	- -	- -	91	37	- -	764	1,012	4,244	
	Dec.	343	- -	1,134	308	726	- -	- -	126	38	- -	887	1,497	5,059	
Total - -	- -	400	- -	2,364	635	1,452	- -	- -	217	75	- -	1,651	2,509	9,303	
dal and Windermere -	June	557	525	- -	- -	981		- -	63	80	- -	10	1,233	3,449	
	Dec.	374	607	- -	- -	- -		- -	172	194	- -	1,201	1,353	3,901	
Total - -	- -	931	1,132	- -	- -	981		- -	235	274	- -	1,211	2,586	7,350	
cashire and Yorkshire -	June	22,810	64,384	10,134	17,322	19,833	53,783	- -	8,470	4,514	505	25,996	61,472	289,223	
	Dec.	25,149	65,299	5,680	10,268	23,268	64,575	- -	13,451	5,349	2,275	36,474	65,933	317,721	
Total - -	- -	47,959	129,683	15,814	27,590	43,101	118,358	- -	21,921	9,863	2,780	62,470	127,405	*606,944	* Includes £42,438 part working expenses of Preston and Wyre and Blackburne Railways; exclusive of Manchester and Bolton Canal Charges.
caster and Carlisle -	July	5,877	29,461	2,721	9,644	4,519	5,884	1,337	3,272	1,843	- -	2,578	4,626	71,762	
	Jan.	7,178	30,192	3,418	8,872	4,488	6,306	1,464	2,320	2,209	- -	3,290	4,203	73,940	
Total - -	- -	13,055	59,653	6,139	18,516	9,007	12,190	2,801	5,592	4,052	- -	5,868	8,829	145,702	
caster and Preston -	June	- -	- -	- -	- -	- -	- -	- -	3	- -	- -	217	1,677	1,897	
	Dec.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	229	1,676	1,905	
Total - -	- -	- -	- -	- -	- -	- -	- -	- -	3	- -	- -	446	3,353	3,802	
elly Railway and Dock	June	1,666	1,561	- -	366	422	- -	- -	241	- -	- -	870	708	5,834	
	Dec.	1,264	2,112	- -	698	443	- -	- -	212	- -	- -	1,061	736	6,526	
Total - -	- -	2,930	3,673	- -	1,064	865	- -	- -	453	- -	- -	1,931	1,444	12,360	
don and Blackwall -	June	1,275	3,825	470	- -	4,374		344	1,455	1,370	- -	2,385	3,774	19,272	Exclusive of Wharf Charges, amounting to £1,735.
	Dec.	1,184	3,699	662	- -	4,154		387	1,247	1,546	- -	4,912	5,813	23,604	
Total - -	- -	2,459	7,524	1,132	- -	8,528		731	2,702	2,916	- -	7,297	9,587	42,876	
don and North Western -	June	57,692	198,684	22,122	30,038	78,146	243,211	24,804	28,907	22,499	8,028	58,112	205,890	978,133	
	Dec.	56,305	189,650	25,849	28,493	76,404	244,210	24,929	29,345	26,029	8,840	64,114	215 233	989,401	
Total - -	- -	113,997	388,334	47,971	58,531	154,550	487,421	49,733	58,252	48,528	16,868	122,226	421,123	1,967,534	
don and South Western -	June	22,331	45,147	11,182		49,305		1,702	22,926		1,241	10,838	50,307	214,979	Exclusive of £7,500 for Steam Packet Renewal Fund.
	Dec.	32,113	48,106	10,746		53,634		1,919	22,545		1,033	11,019	55,494	236,609	
Total - -	- -	54,444	93,253	21,928		102,939		3,621	45,471		2,274	21,857	105,801	451,588	
don, Brighton, and South Coast	June	13,008	48,434	11,317		28,629	15,368	Included in Merchandise traffic.	10,272	9,398	- -	4,537	39,344	180,307	
	Dec.	24,384	57,723	17,316		34,090	18,131		12,222	12,846	- -	23,155	38,952	238,849	Includes Rent of East Grinstead Railway.
Total - -	- -	37,392	106,157	28,663		62,719	33,499	- -	22,494	22,244	- -	27,692	78,296	419,156	
chester, Sheffield, and ncolnshire.	June	19,540	42,577	2,502	8,090	39,322		- -	3,555	1,714	994	19,636	56,787	194,717	Including half of Traffic Charges of Manchester, South Junction, and Altrincham Railway. Exclusive of Canal Expenses.
	Dec.	15,684	38,570	2,370	6,321	36,897		- -	3,335	1,984	- -	13,159	58,231	176,551	Exclusive of Canal Expenses and Annuities.
Total - -	- -	35,224	81,147	4,872	14,411	76,219		- -	6,890	3,698	994	32,795	115,118	371,268	

Table No. 4, showing the Expenditure of Railway Companies during the Year 1855—ENGLAND—*continued.*

NAME OF COMPANY.	Half Year ended	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	REMARKS.
			Engines.	Carriages.	Waggons	Coaching.	Merchandise Traffic.								
		£	£	£	£	£	£	£	£	£	£	£	£	£	
Manchester, Buxton, Matlock, and Midland Junction.	June	-	-	-	-	-	-	-	-	-	-	228	2,181	2,409	
	Dec.	-	-	-	-	-	-	-	-	-	-	222	2,250	2,472	
Total		-	-	-	-	-	-	-	-	-	-	450	4,431	4,881	
Maryport and Carlisle	June	1,530	5,248	1,701		376	1,245	-	439	239	84	1,534	2,302	14,698	
	Dec.	2,081	6,440	1,987		382	1,342	-	494	360	58	2,259	2,297	17,700	
Total		3,611	11,688	3,688		758	2,587	-	933	599	142	3,793	4,599	32,398	
Middlesbrough and Guisborough	June	-	-	-	-	-	-	-	50	-	-	159	423	632	Line worked by Stockton and Darlington
	Dec.	-	-	-	-	-	-	-	-	-	-	370	468	838	
Total		-	-	-	-	-	-	-	50	-	-	529	891	1,470	
Midland	June	51,125	127,877	41,035		82,471		-	15,064	7,192	1,260	28,777	82,747	437,548	
	Dec.	54,276	136,172	49 787		82,776		-	13,950	9,219	3,810	28,432	84,126	452,548	
Total		105,401	264,049	90,822		165,247		-	29,014	16,411	5,070	57,209	166,873	900,096	
Monmouthshire	June	5,761	10,871	-	-	8,919		-	2,663	327	220	2,608	4,330	35,699	Carriage and wagg repairs included traffic charges.
	Dec.	11,119	11,187	-	-	8,906		-	2,522	119	131	2,323	4,314	40,621	
Total		16,880	22,058	-	-	17,825		-	5,185	446	351	4,931	8,644	76,320	
Newcastle and Carlisle	June	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Dec.	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total		11,964	25,516	11,746		11,554	-	1,234	2,422	1,676	358	5,904	26,298	98,672	Yearly account.
Newport, Abergavenny, and Hereford	June	2,271	4,222	817		2,671		-	114	187	182	731	6,325	17,520	
	Dec.	1,816	4,452	136		3,171		-	238	248	40	1,605	5,472	17,178	
Total		4,087	8,674	953		5,842		-	352	435	222	2,336	11,797	34,698	
Norfolk	June	-	-	-	-	-	-	-	-	-	-	597	1,570	2,167	Line worked by Eastern Counties.
	Dec.	-	-	-	-	-	-	-	-	-	-	804	1,562	2,366	
Total		-	-	-	-	-	-	-	-	-	-	1,401	3,132	4,533	
North and South Western Junction	June	382	-	-	-	82		-	47	19	-	381	311	1,222	
	Dec.	249	-	-	-	-		-	47	34	-	671	311	1,312	
Total		631	-	-	-	82		-	94	53	-	1,052	622	2,534	
North Devon	June	-	-	-	-	-	-	-	-	-	-	-	3,176	3,176	
	Dec.	-	-	-	-	-	-	-	-	-	-	207	3,345	3,552	
Total		-	-	-	-	-	-	-	-	-	-	207	6,521	6 728	Line, leased to M Brassey.
North Eastern	June	44,943	*151,309	56,112		67,548		6.244	15,765	7,305	-	30,453	137,304	516,983	* Includes Hull, Hold ness, and North Brit Company. Locom tive Expenses Expense of Stati ary Engines.
	Dec.	106,803	145,304	56,439		69,276		6,180	16,393	10.779	1,968	26,201	143,631	582,974	
Total		151,746	296,613	112,551		136,824		12,424	32,158	18,084	1,968	56,654	280,935	†1,099,957	† Exclusive of £20 for Shipping and D Expenses.
North London	June	1,291	12,252	1,220	-	7,466		-	1,001	783	139	5,656	6,773	36,621	
	Dec.	3,029	12,659	1,408	-	7,349		-	1,109	1,189	-	6,787	7,061	40,591	
Total		4,320	24,911	2,628	-	14,815		-	2,110	1,972	139	12,483	13,8 4	77,212	
North Staffordshire	June	-	-	-	-	53,527		-	-	-	-	-	25,416	78,943	
	Dec.	8,172	25,033			-		-	932	1,647	227	21,928	25,187	*83,126	* Exclusive of Ca Charges.
Total		8,172	25,033			53,527		-	932	1,647	227	21,928	50,603	162,069	
North Western	June	-	-	-	-	-	-	-	21	-	-	1,104	164	1,289	
	Dec.	-	-	-	-	-	-	-	18	-	-	2,036	4,901	6,955	
Total		-	-	-	-	-	-	-	39	-	-	3,140	5,065	8,244	
Oxford, Worcester and Wolverhampton.	June	5,487	-	263		30,981		-	833	1,100	1,161	7,674	21,161	68,660	
	Dec.	5,992	-	258		37,309		1,260	854	1,501	1,236	7,676	23,594	79,680	
Total		11,479	-	521		68,290		1,260	1,687	2,601	2,397	*15,350	44,755	†148,340	* Including £2,538, R of Stratford and Mo ton Railway. † Exclusive of £2,5 expended for Sto bridge Canal.
Preston and Longridge	Aug.	76	321	112		255		-	119	7	-	34	25	949	
	Feb.	104	281	79		204		-	143	8	-	85	35	939	
Total		180	602	191		459		-	262	15	-	119	60	1,888	
Port Carlisle		73	471	58	-	341		-	69	4	-	389	-	*1,405	* Exclusive of £1, for Harbour Expen Yearly account.
St. Helen's	June	1,287	4,352	-	345	1,232	2,321	493	505		106	801	7,322	18,764	
	Dec.	1,335	4,427	-	380	1,233	2,266	467	740		144	998	6,659	18,589	
Total		2,622	8,779	-	725	2,465	4,587	960	1,245		250	1,799	13,981	*37,353	* Exclusive of £3 for Canal Charges
Shrewsbury and Hereford		Line rented by Mr. Brassey. (No Revenue Account.)													

Table No. 4, showing the Expenditure of Railway Companies during the Year 1855—ENGLAND—*continued*.

NAME OF COMPANY.	Half Year ended	Maintenance of Way	Locomotive Working and Repairs. Engines.	Carriages.	Waggons.	Traffic Charges. Coaching.	Merchandise Traffic.	Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	REMARKS.
		£	£	£	£	£	£	£	£	£	£	£	£	£	
opshire Union	June	3,999	4,812	1,729		3,834		–	61	243	14	482	15,558	*30,732	* Exclusive of £50,109, for Canal Expenses.
	Dec.	4,209	4,582	1,775		3,798		–	45	282	15	553	15,644	30,903	
Total		8,208	9,394	3,504		7,632		–	106	525	29	1,035	31,202	61,635	
erset Central	June	–	–	–	–	–	–	–	–	–	–	–	–	471	471	Line leased by the Bristol and Exeter.
	Dec.	–	–	–	–	–	–	–	–	–	–	276	467	743	
Total		–	–	–	–	–	–	–	–	–	–	276	938	1,214	
th Devon	June	7,874	13,033	3,039	–	4,688		1,117	982	1,082	192	2,970	12,027	47,009	——
	Dec.	9,720	13,233	3,994	–	5,144		1,133	927	1,519	211	2,570	13,111	51,562	——
Total		17,594	26,271	7,033	–	9,832		2,250	1,909	2,601	403	5,540	25,138	98,571	
th Eastern	July	36,914	59,315	18,847		27,854	31,708	4,794	21,824	11,831	4,978	20,143	83,139	321,347	
	Jan.	50,584	62,108	18,875		30,436	38,490	4,906	21,413	14,723	14,391	17,235	82,461	355,622	
Total		87,498	121,423	37,722		58,290	70,198	9,700	43,237	26,554	19,369	37,378	165,600	*676,969	* Exclusive of Rent for Greenwich Railway, Deptford Creek and Angerstein Branch, and is exclusive of £38,428, Steam Boat Expenses.
th Staffordshire		Line leased by Mr. McLean.													
th Wales	June	12,404	–	–	–	6,191	–	2,595	1,842	1,299	443	59,093	1,322	85,189	
	Dec.	13,865	52,416			6,863	–	2,605	2,362	1,695	316	9,312	27,844	117,278	
Total		26,269	52,416			13,054	–	5,200	4,204	2,994	759	68,405	29,166	202,467	
th Yorkshire	June	732	1,919	Included in		4,693		–	661	121	–	2,800	8,076	19,002	
	Dec.	1,037	3,048	Traffic Charges.		5,477		–	608	173	–	5,237	8,456	24,036	
Total		1,769	4,967	–	–	10,170		–	1,269	294	–	8,037	16,532	*43,0 8	*Exclusive of £35,743 for Navigation Expenses.
ckton and Darlington	June	16,041	*27,263	899	12,089	1,606	2,932	1,255	2,305	–	–	11,264	8,559	84,213	* Includes Permanent Engines and Inclined Engines.
	Dec.	14,254	35,301	878	14,874	1,589	3,304	1,269	1,846	–	–	9,876	9,501	92,692	† Exclusive of £2 148 for Stopping Expenses.
Total		30,295	62 564	1,777	26,963	3,195	6.236	2,524	4,151	–	–	21,140	18,060	†176,905	
f Vale	June	11,287	12.400	6,590		7,184		1,412	4,319	381	–	6,912	5,575	56,060	
	Dec.	16,071	19,607	5,197		7,112		4,430	1,694	432	15	7,617	5,523	*64,702	* Exclusive of Rent of Wharves, amounting to £1,264.
Total		27,358	32,007	11,787		14.296		5,842	6,017	813	15	14,529	11,098	120,762	
le of Neath	June	2,160	3,643	1,474		2,385		–	228	63	90	2 450	2,138	14 631	——
	Dec.	2,641	4,209	1,956		2,810		–	197	80	68	3.630	3,700	19,091	——
Total		4,801	7 852	3,430		5,195		–	425	143	158	6,080	5,638	33,722	——
rrington and Stockport	June	–	981	–	–	739		–	158		–	255	593	2,726	——
	Dec.	–	1,192	–	–	729		–	171		–	376	554	3,022	——
Total		–	2.173	–	–	1,468		–	329		–	631	1,147	5.748	——
st Cornwall	June	*1,905	2,316	512		3,047		–	442	107	81	1,415	3,473	13,298	* Including Inclined Planes.
	Dec.	1,886	2,114	686		3,066		–	208	148	46	1,895	3,591	13,640	
Total		3,791	4,430	1,198		6,113		–	650	255	127	3,310	7,064	26,938	——
st Hartlepool Harbour and Railway.		The Statements of this Company are made up to December 31st in each year, but has not yet been received.													——
hitehaven and Furness Junction.	June	775	–	2,187		959		–	109	112	–	591	3,068	7,801	——
	Dec.	738	–	2,615		1,070		–	76	147	–	650	3,247	8,543	
Total		1,513	–	4 802		2,029		–	185	259	–	1,241	6,315	16,344	
hitehaven Junction	June	434	3.351	–	–	750	–	101	107	109	–	398	1,128	6,378	——
	Dec.	590	3,107	–	–	725	–	116	105	138	–	414	1,142	6,337	
Total		1,024	6,458	–	–	1,475	–	217	212	247	–	812	2,270	12,715	
TOTAL	June	566,441	1,622,022			1,164,386		96,610	317,603		30,656	468,376	1,284,983	5,551,077	
	Dec.	709,707	1,738,519			1,192,303		76,694	347,741		41,981	472,885	1,383,540	5,963,370	
TOTAL FOR THE WHOLE YEAR		1,276,148	3,360,541			2,356,689		173,304	665,344		72,637	941,261	2,668 523	11,514,447	

SCOTLAND.

berdeen	July	2,825	11,208			1,664	4,197	637	885	794	–	4,784	13,351	40,345	——
Scottish Midland		2,960	5 070			637	886	–	64	152	–	1,982	1,431	13,182	——
berdeen and Scottish Mid land Junction Railways.	Jan.	5,253	23,455			10,284	–	–	1,954	1,147	–	5,524	16,858	64,475	——
Total		11,038	39,733			12,585	5,083	637	2,903	2,023	–	12,290	31,640	118,002	——
aledonian	July	18,716	44,462	–	–	13 605	27,293	4 511	1,986	2,072	1,280	19,088	55,995	189,008	——
	Jan.	21,575	50,258	–	–	16 081	28.944	5,031	930	2,158	896	19,183	58,993	204,049	
Total		40,291	94,720	–	–	29,686	56,237	9 542	2 916	4,230	2,176	38,271	114,988	393,057	——
aledonian and Dumbarton-shire Junction.	July	246	858	58	97	333	393	–	88	66	–	1,078	–	3,217	——
	Jan.	231	830	29	154	353	457	–	157	68	–	1, 77	–	3,456	——
Total		477	1,688	87	251	686	850	–	245	134	–	2,255	–	6,673	——

Table No. 4, showing the Expenditure of Railway Companies during the Year 1855—SCOTLAND—*continued.*

NAME OF COMPANY.	Half Year ended	Maintenance of Way.	Locomotive Working and Repairs. Engines.	Carriages.	Waggons.	Traffic Charges. Coaching.	Merchandise Traffic.	Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	REMARKS.
		£	£	£	£	£	£	£	£	£	£	£	£	£	
Deeside		1,250	1,274	180	132	464	644	58	430	72	– –	1,054	1,612	7,170	Yearly account.
Dundee and Arbroath	April	383	1,764	296	401	52	2,025	92	196	233	– –	2,052	767	8,261	
	Oct.	1,285	1,869	341	431	1,251	921	95	180	346	– –	2,039	526	9,284	
Total		1,668	3,633	637	832	1,303	2,946	187	376	579	– –	4,091	1,293	17,545	
Dundee, Perth, and Aberdeen Junction. Including Dundee and Newtyle.	July	1,162	*3,068	Included in Traffic Charges.		5,633		– –	147	164	– –	3,097	7,771	21,042	* Including "Lav "Babuchely," a "Hatton" engi and inclines.
	Jan.	1,375	2,813			5,793		– –	154	242	– –	3,036	6,898	20,311	
Total		2,537	5,881	– –	– –	11,426		– –	301	406	– –	6,133	14,669	41,353	
Edinburgh and Bathgate	July	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	1,349	1,349	Line leased to Ed burgh and Glasgow
	Jan.	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	260	1,366	1,626	
Total		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	260	2,715	2,975	
Edinburgh and Glasgow – Stirling and Dunfermline	July	6,235	18 617	– –	– –	7 896	15,481	– –	1,496	1,349	– –	6,677	21,648	*79,399	* Exclusive of Ca Expenses.
	Jan.	1,055	2,527	– –	– –	1,880		– –	130	– –	– –	586	– –	16,178	† Including £2,033 Expenses of Glasg Incline.
Edinburgh and Glasgow. Including Stirling and Dunfermline.		7,461	†21,849	– –	– –	8,671	16,467	– –	2,354	1,634	– –	‡22,405	24,456	165,300	‡Including £15,150 Rent of Edinburgh a Bathgate, and St ling and Dunfermli Railways.
Total		14,751	42,993	– –	– –	50,395		– –	3,980	2,983	– –	29,771	46,104	200,877	
Edinburgh, Perth, and Dundee	July	7,118	11,236	1,878	1,560	3,329	4,638	– –	2,469	876	– –	2,613	25,270	60,987	* Including £1,207 Edinburgh Tun Incline.
	Jan.	*7,100	10,641	1,664	1,505	3,915	7,623	– –	2,800	1,130	– –	2,754	25,071	64,203	† Exclusive of £17, for Ferries and Sh Dues.
Total		14 218	21,877	3,542	3,065	7,244	12,261	– –	5 269	2,006	– –	5,367	50,341	†125,190	
Glasgow and South Western	July	9,497	24 031	2,906	6,232	2,682	7,977	1.197	503	1,234	– –	7,594	19,821	83,674	
	Jan.	11.274	26.653	2,507	6,323	3,096	8.377	714	407	1,683	– –	8,718	20,681	90,433	
Total		20,771	50 684	5,413	12,555	5,778	16,354	1,911	910	2,917	– –	16,312	40,502	174,107	
Great North of Scotland		306	4,354	250		1,932	2,890	1,264	32	618	2,152	2,026	3,198	19,022	Yearly account.
Monkland	June	1,856	5 074	74	1,534	489	– –	432	589	37	– –	1,718	3,064	14,867	
	Dec.	1,990	5,479	83	1,569	533	– –	464	471	40	– –	1,980	2,926	15,535	
Total		3,846	*10,553	157	3,103	1,022	– –	896	1,060	77	– –	3,698	5,990	30,402	* Inclusive of £2,378 Stationary Engi and Inclines.
Morayshire		128	528	104		684		– –	– –	12	– –	210	600	2,266	Yearly account.
North British	July	16 214	35,816	3,973	6,274	5,401	8 481	– –	2,644	1,470	– –	7,907	24,803	112,983	
	Jan.	14,963	33 647	3,462	5,629	5,815	11,069	– –	1,223	2,140	– –	8,114	25,346	111,408	
Total		31,177	69,463	7,435	11,903	11,216	19,550	– –	3,867	3,610	– –	16,021	50,149	224,391	
Peebles	Dec.	198	124			249		– –	17		– –	14	– –	602	This line was opened till July.
St. Andrew's	July	168	541			141	72	– –	– –	– –	– –	83	111	1,116	
	Jan.	162	542			162	74	– –	– –	– –	– –	99	91	1,130	
Total		330	1,083			303	146	– –	– –	– –	– –	182	202	2,246	
Scottish Central	July	5,156	– –	11 583	– –	1,767	2,935	415	393	586	172	4,620	8,934	36,561	
	Jan.	3,764	– –	10,404	– –	2,097	3,314	368	732	981	98	3,456	10,105	36,399	
Total		8 920	– –	21,987	– –	3,864	6,249	783	1,125	1,567	270	8,076	19,039	72,880	
TOTAL	June	44,434	– –	204,549	– –	123.194		7,945	21,205		2,528	65,526	187,018	685,399	
	Dec.	77,437	– –	216,672	– –	138,853		7,333	23,530		2,070	80,407	196,022	742,360	
TOTAL FOR THE WHOLE YEAR		151,907	– –	421,221	– –	262,047		15,278	44,735		4,598	145,933	383,040	1,428,759	

IRELAND.

Belfast and Ballymena	April	1,148	3,291	179	588	875	951	401	214	– –	– –	995	2,691	11,333	
	Oct.	1,322	3,094	179	344	904	1,263	401	166	– –	– –	969	2,781	11,423	
Total		2,470	6,385	358	932	1,779	2,214	802	380	– –	– –	1,964	5,472	22,756	
Belfast and County Down	July	231	213	93	84	1,744		– –	64	– –	– –	306	– –	2,735	
	Jan.	312	274	77	87	1,787		– –	7	– –	– –	349	– –	2,893	
Total		543	487	170	171	3,531		– –	71	– –	– –	655	– –	5,628	
Cork and Bandon	June	417	1,297			729	253	– –	284	– –	– –	545	1,394	4,919	
	Dec.	464	1,438			1,007	– –	– –	239	– –	– –	476	2 291	5,915	
Total		881	2,735			1,736	253	– –	523	– –	– –	1,021	3,685	10,834	
Cork, Blackrock, and Passage	April	404	1,208	79		429		– –	292	– –	– –	521	888	3,821	
	Oct.	508	956	46		539		– –	238	– –	– –	971	970	4,228	
Total		912	2,164	125		968		– –	530	– –	– –	1,492	1,858	8,049	

Table No. 4, showing the Expenditure of Railway Companies during the Year 1855—IRELAND—*continued.*

NAME OF COMPANY.	Half Year ended	Maintenance of Way.	Locomotive Working and Repairs. Engines.	Carriages.	Waggons.	Traffic Charges. Coaching.	Merchandise Traffic.	Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	REMARKS.
		£	£	£		£		£	£	£	£	£	£	£	
n and Belfast Junction -	June	1,858	4,533	791		1,506		– –	508	– –	– –	1,449	4,858	15,503	—
	Dec.	1,651	4,504	704		1,494		– –	473	– –	– –	1,343	5,849	16,018	—
Total - -		3,509	9,037	1,495		3,000		– –	981	– –	– –	2,792	10,707	31,521	
n and Drogheda -	June	2,057	6,536	976		2,629	904	– –	301	– –	– –	1,053	5,653	20,109	—
	Dec.	2,272	6,972	1,407		2,778	1,130	– –	827	– –	– –	1,029	5,508	21,923	—
Total - -		4,329	13,508	2,383		5,407	2,034	– –	1,128	– –	– –	2,082	11,161	42,032	
n and Kingstown -		5,410	6,480	2,350		2,600	– –	1,072	3,666	– –	– –	3,876	2,800	28,254	Yearly account.
n and Wicklow -	June	85	1,650			1,507		– –	– –	– –	– –	702	1,804	5,748	—
	Dec.	9	2,101			2,088		– –	150	– –	– –	1,177	2,827	8,352	—
Total - -		94	3,751			3,595		– –	150	– –	– –	1,879	4,631	14,100	
alk and Enniskillen -	June	366	1,068	483		525	919	– –	116	– –	– –	262	1,649	5,388	—
	Dec.	529	1,241	687		1,914	– –	– –	36	– –	– –	295	1,663	6,365	—
Total - -		895	2,309	1,170		2,439	919	– –	152	– –	– –	557	3,312	11,753	
Southern and Western'	June	7,477	30,658	3,584		13,805		970	1,796	– –	664	3,173	10,304	*72,431	* Includes £5,392 received for working Irish South Eastern and Killarney Lines.
	Dec.	8,079	30,200	5 200		16,645		939	2,560	– –	660	2,790	10,436	77,509	—
Total - -		15,556	60,858	8,784		30,450		1,909	4,356	– –	1,324	5,963	20,740	149,940	
South Eastern - -						Total Working Expenses.									
	June	60	– –	– –	– –	2,790		– –	– –	– –	– –	722	643	4,215	
	Dec.	18	– –	– –	– –	2,500		– –	– –	– –	– –	412	628	3,558	
Total - -		78	– –	– –	– –	5,290		– –	– –	– –	– –	1,134	1,271	*7,773	* Inclusive of £5,290, paid to the Great Southern and Western Railway Company for working the Line.
						Total Working Expenses.									
ney Junction - -	April	– –	– –	– –	– –	2,750		– –	115	– –	– –	515	2,500	5,880	—
	Oct.	– –	– –	– –	– –	2,525		– –	292	– –	– –	669	2,500	5,986	—
Total - -		– –	– –	– –	– –	5,275		– –	407	– –	– –	1,184	5,000	11,866	
onderry and Coleraine -		—	—	—	—	—	—	—	—	—	—	—	—	—	—
		—	—	—	—	—	—	—	—	—	—	—	—	—	
Total - -		—	—	—	—	—	—	—	—	—	—	—	—	—	
onderry and Enniskillen	June	800	4,365	675		4,233		– –	89	– –	828	592	2,777	14,359	—
	Dec.	1,082	3,519	442		3,590		– –	116	– –	– –	845	2,839	12,433	—
Total - -		1,882	7,884	1,117		7,823		– –	205	– –	828	1,437	5,616	26,792	
nd Great Western -	June	3,447	8,661			3,448		– –	869	– –	840	*10,416	10,220	37,901	* Including £7,393 for working expenses of railway from Athlone to Galway.
	Dec.	3,693	9,073			4,320		– –	782	– –	475	3,615	10,724	32,682	
Total - -		7,140	17,734			7,768		– –	1,651	– –	1,315	14,031	20,944	†70,583	† Exclusive of £9,567 for Canal Expenditure.
y and Enniskillen -	June	8	183	– –	– –	412		– –	11	– –	– –	87	– –	701	—
	Dec.	144	52	– –	– –	487		– –	– –	– –	– –	601	– –	1,284	—
Total - -		152	235	– –	– –	899		– –	11	– –	– –	688	– –	1,985	
y, Warrenpoint, and trevor.	June	5	17	2	– –	218		– –	– –	– –	– –	141	559	942	—
	Dec.	– –	324	1	– –	529		– –	4	– –	– –	143	756	1,757	—
Total - -		5	341	3	– –	747		– –	4	– –	– –	284	1,315	699	
r - - - -	June	812	2,265	277		2,270		336	1,097	– –	– –	1,375	4,495	2,927	—
	Dec.	2,023	3,488	260		4,027		535	1,157	– –	– –	1,789	4,166	17,445	—
Total - -		2,835	5,753	537		6,297		871	2,254	– –	– –	3,164	8,661	30,372	
erford and Kilkenny -	June	1,306	2,356	253		1,438		– –	34	– –	– –	199	2,782	8,368	—
	Dec.	—	—	—		—		—	—	—	—	—	—	—	—
Total - -		—	—	—		—		—	—	—	—	—	—	—	
erford and Limerick -	June	1,685	5.546	723		4,309		481	34	– –	140	2,131	– –	1 049	—
	Dec.	2,674	5,223	962		3,927		– –	218	– –	100	1,569	6,278	20,951	—
Total - -		4 359	10,769	1,685		8,236		481	252	– –	240	3,700	6,278	36,000	
erford and Tramore -	June	227	569	11		306		– –	– –	– –	– –	67	290	1,470	—
	Dec.	191	958	– –		148		– –	– –	– –	– –	517	322	21,36	—
Total - -		418	1,527	11		454		– –	– –	– –	– –	584	612	3,606	
TOTAL - -	June	25,098	87,629			50,250		2,724	7,657	2,472	27,189	– –	54,907	257,926	—
	Dec.	27,675	88,229			54,902		2,411	9,097	1,235	21,498	– –	61,938	266,985	—
AL FOR THE WHOLE YEAR		– –	52,773	175,858		105,152		5,135	16,754	3,707	48,687	– –	116,845	5 2 4,91	

APPENDIX No. 7.—TABLE No. 5, showing the RECEIPTS and EXPENDITURE of RAILWAY COMPANIES reduced t
partly from the HALF-YEA

ENGLAND.

NAME OF RAILWAY.	Half Year ended	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile o Line open.		
			Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	T
		M.	£	£	£							
Birkenhead, Lancashire, and Cheshire Junction	June	32·9	929·54	920·91	1,850·45	143·04	61·64	204·68	142,352·18	3,716·47	2,095·96	5,8
	Dec.	32·9	1,093·04	972·55	2,065·59	145·41	67·11	212·52	174,228·36	3,970·81	2,416·05	6,3
	Total	32·9	2,022·58	1,893·46	3,916·04	288·45	128·75	417·20	316,580·54	7,687·28	4,512·01	12,1
Blyth and Tyne	June	12·0	274·00	1,499·83	1,773·83	104·33	438·00	542·33	62,796·08	1,035·66	4,890·50	5,9
	Dec.	12·0	302·75	1,941·25	2,244·00	108·67	471·33	580·00	70,329·75	1,171·33	5,721·17	6,8
	Total	12·0	576·75	3,441·08	4,017·83	213·00	909·33	1122·33	133,125·83	2,206·99	10,611·67	12,8
Bristol and Exeter	June	123·9	813·80	408·73	1,222·53	55·37	13·08	68·45	116,796·02	2,704·77	747·89	3,4
	Dec.	123·9	993·79	440·36	1,434·15	150·41	12·67	163·08	151,998·35	2,729·31	740·02	3,4
	Total	123·9	1,807·59	849·09	2,656·68	205·78	25·75	231·53	268,794·37	5,434·08	1,487·91	6,9
Chester and Holyhead	June	105·5	565·87	470·64	1,036·51	53·06	62·18	115·24	67,659·47	2,289·66	1,462·99	3,7
	Dec.	105·5	789·30	427·68	1,216·98	56·36	71·87	128·23	101,134·82	2,376·79	1,594·89	3,9
	Total	105·5	1,355·17	898·32	2,253·49	109·42	134·05	243·47	168,794·29	4,666·45	3,057·88	7,7
Cockermouth and Workington	June	8·5	135·17	319·65	454·82	195·76	196·47	392·23	17,674·11	1,664·00	1,375·29	3,0
	Dec.	8·5	176·35	408·70	585·05	195·76	196·47	392·23	21,981·76	1,664·00	1,375·29	3,0
	Total	8·5	311·52	728·35	1,039·87	391·52	392·94	784·46	39,655·87	3,328·00	2,750·58	6,0
Eastern Counties. Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," Eastern Union," "East Anglian," and "Newmarket," Railways	June	562·1	487·81	501·21	989·02	55·75	22·95	108·70	81,250·46	2,229·76	1,918·68	4,1
	Dec.	575·9	624·89	485·29	1,110·18	101·68	28·50	130·18	115,416·56	2,329·01	1,846·34	4,1
	Total	569·0	1,114·37	986·31	2,100·68	187·63	51·52	239·15	197,081·33	4,559·97	3,764·16	8,3
East Lancashire	June	79·7	730·03	958·18	1,688·21	129·41	91·96	221·37	153,174·58	3,543·33	3,443·26	6,9
	Dec.	80·0	854·21	1,005·47	1,859·68	134·36	92·25	226·61	214,352·86	4,021·11	3,408·65	7,4
	Total	79·8	1,585 46	1,964·99	3,550·45	263·94	184·34	448·28	367,872·71	7,570·08	6,856·14	14,4
Furness	June	21·8	108·02	833·63	941·65	176·50	98·46	274·96	22,097·70	1,776·14	687·20	2,4
	Dec.	21·8	148·12	824·54	972·66	181·23	97·22	278·45	31,987·84	1,821·10	680·27	2,5
	Total	21·8	256·14	1,658·17	1,914·31	357·73	195·68	553·41	54,085·54	3,597·24	1,367·47	4,9
Great Northern. Including "East Lincolnshire, Ambergate, Nottingham, and Boston, and Eastern Junction," and "Leeds, Bradford, and Halifax Junction"	June	293·6	691·03	1,029·50	1,720·53	44·09	48·64*	92·73	97,159·44	3,152·37	4,313·43†	7,4
	Dec.	311·9	846·29	1,154·27	2,000·56	42·43	66·10	108·53	123,063·94	3,438·86	4,944·62	8,3
	Total	302·7	1,542·26	2,187·91	3,730·17	86·49	115·29	201·78	221,032·89	6,600·98	9,278·65	15,8
Great Western. Including "Gloucester and Dean Forest," "Hereford, Ross, and Gloucester," and "Wycombe," Railways	June	354·8	1,145·19	607·44	1,752·63	114·36	27·97	142·33	168,426·43	4,475·31	1,831·65	6,3
	Dec.	363·5	1,324·43	629·15	1,953·58	107·87	26·65	134·52	188,660·74	3,823·16	1,499·73	5,3
	Total	359·1	2,472·13	1,237·03	3,709·16	222·18	54·62	276·80	357,382·00	8,294·01	3,327·82	11,6
Shrewsbury and Birmingham Section	June	29·4	607·99	540·07	1,148·06	111·36	63·67	175·03	104,366·05	3,498·84	2,863·67	6,
	Dec.	29·4	750·48	564·14	1,314·62	121·22	118·40	239·62	131,816·77	3,192·26	2,924·88	6,
	Total	29·4	1,358·47	1,104·21	2,462·68	232·58	182·07	414·65	236,182·82	6,691·10	5,788·55	12,
Shrewsbury and Chester Section	June	57·8	385·07	661·45	1,046·52	56·64	48·58	105·22	60,924·98	2,922·19	2,225·04	5,
	Dec.	57·8	542·44	721·08	1,263·52	61·70	54·86	116·56	88,566·73	2,921·60	2,316·12	5,
	Total	57·8	927·51	1,385·53	2,313·04	118·34	103·44	221·78	149,491·31	5,843·79	4,571·16	10,
Hull and Holderness	June	17·5	174·69	108·40	283·09	72·62	40·80	113·42	45,815·54	1,292·74	527·48	1
	Dec.	17·5	277·43	102·28	379·71	78·06	17·71	95·77	76,116·15	1,407·88	314·29	1
	Total	17·5	452·12	210·68	662·80	150·68	58·51	209·19	80,992·27	2,700·62	841·77	3
Kendal and Windermere	June	10·3	237·38	195·63	433·01	126·31	31·55	157·86	21,862·71	820·97	214·85	
	Dec.	10·3	478·84	179·02	657·86	248·74	60·58	309·32	46,166·02	1,989·90	363·49	
	Total	10·3	716·22	374·65	1,090·87	375·05	92·13	467·18	68,028·73	2,810·87	578·34	
Lancashire and Yorkshire. Including "Blackburn," "Manchester and Southport," and portions of the "Sheffield, Rotherham, Barnsley, Wakefield, and Hundersfield and Goole," "North Union and Liverpool, Crosby, and Southport," Railways	June	264·1	739·83	1,213·96	1,953·79	Not known.			62,266·27	Not known.		
	Dec.	272·7	837·18	1,228·54	2,065·72	174·45	134·65	309·10	183,116·27	3,453·24	2,935·16	
	Total	268·4	1,578·58	2,442·73	4,021·31	-	-	-	306,610·58	-	-	

* Exclusive of number of goods trains of Leeds, Bradford, and Halifax Junction.
† Exclusive of mileage travelled by goods trains of Leeds, Bradford, and Halifax Junction.

AGE RATE, derived partly from the Returns of Traffic made by Railway Companies to this Department, and EMENTS of the Railway Companies.

- - - - - - ENGLAND.

Expenditure per Mile of Railway open for								Expenditure per Train Mile.						Receipts per Train Mile.		
Locomotive.			Traffic Charges.		Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous (including Policemen, Watchmen, Compensation, &c.)	Rates and Government Duty.	Total.	Passengers, Parcels, &c.	Goods.	Total.
Engines and Working.	Carriages.	Waggons.	Coaching.	Merchandise.												
£	£	£	£	£	£	£	£	d.	d.	d.	d.	d.	d.	d.	d.	d.
286·65	21·74	20·83	86·72	222·34	464·66	75·59	1,282·36	4·32	13·44	12·72	18·96	3·36	52·80	60·00	105·36	76·32
280·67	30·18	29·88	103·28	183·71	331·67	60·21	1,250·69	8·64	12·72	10·80	12·48	2·16	46·80	65·76	102·10	77·52
567·32	51·92	50·71	190·00	406·05	796·33	135·80	2,533·05	6·48	12·96	11·76	15·60	2·88	49·68	63·14	100·71	77·04
409·75	7·33	125·67	- -	98·25	414·25	62·42	1,240·08	4·80	21·60	4·80	16·80	2·40	50·40	63·36	73·44	71·76
518·08	6·58	248·83	- -	106·08	525·17	63·67	1,602·83	4·56	26·88	3·84	18·24	2·16	55·68	61·92	81·36	78·00
927·83	13·91	374·50	- -	204·33	939·42	126·09	2,842·91	5·04	24·72	3·84	17·52	2·16	53·28	62·71	77·82	75·22
163·33	24·20		71·18	23·56	84·84	63·81	659·94	15·84	12·96	6·72	6·00	4·32	45·84	72·72	130·04	84·96
167·32	29·52		73·99	24·64	98·37	73·13	658·33	13·20	13·68	6·72	6·72	5·04	45·36	87·36	142·80	99·12
330·65	53·72		145·17	48·20	183·21	136·94	1,318·27	14·57	13·33	6·66	6·38	4·76	45·70	80·19	136·95	92·11
	235·49		56·88	51·42	94·99	28·11	536·43	4·32	15·12	6·72	6·24	1·68	34·08	59·28	77·04	66·24
	243·90		56·38	52·39	95·09	44·19	613·76	8·88	14·40	6·24	5·28	2·40	37·20	79·68	64·32	73·44
	479·39		113·26	103·81	190·08	72·30	1,150·19	5·94	14·89	6·74	5·91	2·25	35·73	69·69	70·50	70·01
75·65	- -	- -	78·13	- -	52·58	7·29	230·35	1·44	6·00	6·00	4·08	0·48	18·00	19·44	55·68	35·76
71·06	- -	- -	96·35	- -	62·57	7·52	274·35	2·88	5·52	7·68	5·04	0·48	21·60	25·44	71·28	46·08
146·71	- -	- -	174·48	- -	115·15	14·81	504·70	2·11	5·79	6·89	4·54	0·59	19·92	22·46	63·55	41·05
	196·64		157·15		70·96	47·79	525·84	2·88	11·28	9·12	4·08	2·88	30·24	52·32	62·64	57·12
	195·84		159·29		69·59	49·14	566·07	5·28	11·28	9·12	3·84	2·88	32·40	64·32	63·12	63·60
	392·47		316·46		140·56	96·93	1,092·41	4·20	11·31	9·12	4·06	2·80	31·49	58·65	62·88	60·56
240·40	41·57	52·48	319·58		71·76	41·86	871·02	3·60	11·28	11·04	2·40	1·44	29·76	49·44	66·72	57·84
255·84	25·73	48·15	360·00		54·00	65·77	956·24	4·56	10·56	11·76	1·68	2·16	30·72	50·88	69·84	60·24
496·88	67·36	100·76	680·48		125·89	107·81	1,829·66	4·16	11·06	11·33	2·09	1·79	30·43	50·26	68·78	59·06
151·79	37·06		73·39		113·08	11·01	507·98	11·76	18·48	6·96	11·04	1·20	49·44	14·64	290·40	91·68
141·10	39·49		69·77		107·38	17·07	491·69	11·04	17·28	6·72	10·32	1·68	47·04	19·44	290·40	93·36
292·89	76·55		143·16		220·46	28·08	999·67	11·53	17·86	6·92	10·66	1·35	48·32	17·08	291·01	92·56
305·56	21·07	51·47	97·39	183·94	111·49	57·68	974·17	4·50	12·00	9·12	3·36	1·92	30·96	52·56	56·16	54·00
321·57	34·03	52·94	90·76	187·18	89·06	57·55	982·72	4·32	11·52	7·92	2·64	1·68	28·08	59·04	55·92	57·12
617·72	54·81	102·79	184·81	365·25	196·25	113·35	1,925·62	4·44	11·86	8·42	3·03	1·74	29·49	56·07	56·03	55·76
184·08	91·38		45·05		211·92	82·13	807·50	7·20	10·32	1·68	8·16	3·36	30·72	61·20	79·44	66·48
184·27	82·51		135·86		156·59	83·81	819·02	7·92	12·24	6·00	6·96	3·60	36·72	83·04	100·56	87·84
368·40	173·81		182·03		367·89	165·99	1,626·88	7·62	11·19	3·76	7·59	3·43	33·59	71·53	89·21	76·59
283·87	116·19		124·96		130·04	27·05	898·67	8·16	15·36	4·56	4·80	0·96	33·84	41·52	45·12	43·92
247·92	85·68		140·58		156·05	28·51	839·08	6·96	12·96	5·52	6·00	1·44	32·88	56·40	36·32	51·60
536·79	201·87		265·54		286·09	55·56	1,737·75	7·53	14·20	5·11	5·51	1·08	33·43	48·72	45·77	47·36
232·82	124·34		93·13		111·78	19·92	717·33	6·24	16·56	4·56	5·28	0·72	33·36	31·44	71·04	48·72
210·33	70·68		101·14		142·45	28·25	721·92	7·68	12·72	4·56	6·48	1·44	32·88	44·40	73·92	57·60
443·15	195·02		194·27		254·23	48·17	1,439·25	7·01	14·71	4·48	5·85	1·11	33·16	38·09	72·74	49·84
- -	70·28	18·68	41·49	- -	43·66	7·32	184·68	0·48	11·52	5·52	5·76	0·96	24·24	32·40	49·20	37·20
- -	64·80	17·60	41·49	- -	50·68	9·37	203·54	2·64	11·52	5·76	6·96	1·44	28·32	47·28	78·24	53·04
- -	135·08	36·28	82·98	- -	94·34	16·69	388·22	1·54	11·61	5·63	6·39	1·13	26·30	40·17	60·06	44·90
50·97	- -	- -	95·24		0·98	13·88	215·14	12·48	11·76	22·32	- -	3·12	49·68	69·36	218·40	100·56
58·93	- -	- -	- -	- -	116·60	35·53	247·37	3·60	6·00	11·76	- -	3·84	25·20	57·84	108·80	66·96
109·90	- -	- -	95·24		117·58	49·41	462·51	6·40	7·78	15·08	- -	3·49	32·75	61·15	155·47	77·24
213·54	33·62	57·45	65·78	178·39	96·56	44·12	768·91	Mileage of trains incomplete.								
239·46	20·82	37·66	85·32	236·79	142·09	68·95	923·31	3·60	11·04	12·00	5·52	2·64	34·80	58·08	100·32	77·52
483·17	58·92	102·80	160·59	440·98	252·84	119·59	1,801·84	—	—	—	—	—	—	—	—	—

Table No. 5, showing the Receipts and Expenditur

Name of Railway.	Half Year ended	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.		
			Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	Tot
		M.	£	£	£							
Lancaster and Carlisle	July	90·6	712·95	810·89	1,523·84	31·36	43·81	75·17	100,167·82	2,167·77	3,826·29	5,994
	Jan.	90·6	992·29	821·97	1,814·26	18·78	43·56	62·34	133,793·19	2,381·08	3,779·58	6,160
Total		90·6	1,705·24	1,632·86	3,338·10	50·14	87·37	137·51	233,961·01	4,548·85	7,605·87	12,15
Llanelly Railway and Dock	June	28·2	23·19	191·81	215·00	22·13	28·93	51·06	5,398·83	398·32	610·12	1,008
	Dec.	28·2	27·34	264·00	291·34	22·13	61·13	83·26	5,781·59	381·70	863·58	1,245
Total		28·2	50·53	455·81	506·34	44·26	90·06	134·32	11,180·42	780·02	1,473·70	2,253
London and Blackwall	June	5·2	4,686·22	392·11	5,079·03	4,073·65	- -	4,073·65	No account.	15,279·23	- -	15,279
	Dec.	5·2	4,813·46	427·88	5,241·34	4,105·77	- -	4,105·77	- - -	16,670·38	- -	16,670
Total		5·2	9,500·38	819·99	10,320·37	8,179·42	- -	8,180·42	- - -	31,949·61	- -	31,949
London and North Western. Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley," and part of the "North Union," Railway	June	642·6	1,116·03	1,303·66	2,419·69	95·30	82·35	177·65	172,965·55	3,589·86	3,364·27	6,954
	Dec.	642·6	1,328·11	1,410·96	2,739·07	91·31	80·88	172·19	213,157·77	3,670·73	2,967·06	6,637
Total		642·6	2,444·14	2,714·62	5,158·76	186·61	163·23	349·84	386,123·32	7,260·59	6,331·33	13,591
London and South Western	June	264·2	989·48	356·32	1,345·80	215·66	59·05	274·71	155,974·13	3,616·24	1,386·12	4,953
	Dec.	264·2	1,223·03	394·56	1,617·59	222·86	65·39	288·25	192,180·99	3,768·78	1,514·43	5,283
Total		264·2	2,212·51	750·88	2,963·39	438·52	124·44	562·96	348,155·12	7,385·02	2,850·55	10,233
London, Brighton, and South Coast	June	164·5	1,404·56	396·76	1,801·32	208·46	24·03	232·49	224,853·53	3,801·71	2,118·92	5,920
	Dec.	170·7	1,890·79	419·77	2,310·56	237·07	25·08	262·15	346,602·85	4,342·12	2,210·73	6,553
Total		167·6	3,304·35	816·96	4,121·31	446·06	49·13	495·19	454,376·56	8,153·83	4,331·35	12,48
Manchester, Sheffield, and Lincolnshire	June	169·3	434·38	825·88	1,260·26	130·50	59·36	189·86	72,092·15	2,425·35	2,294·57	4,719
	Dec.	170·2	536·26	813·12	1,349·38	131·48	67·55	199·03	85,177·81	2,379·30	2,424·07	4,803
Total		169·7	971·19	1,639·46	2,610·65	262·06	126·97	389·03	157,349·82	4,805·95	4,720·97	9,526
Maryport and Carlisle	June	28·3	262·58	536·64	799·22	47·91	75·33	123·24	37,534·09	1,340·92	1,771·44	3,112
	Dec.	28·3	360·03	570·95	930·98	48·55	88·19	136·74	59,100·03	1,358·79	1,951·38	3,310
Total		28·3	622·61	1,107·59	1,730·20	96·46	163·52	259·98	96,634·12	2,699·71	3,722·82	6,422
Midland. Including "Manchester, Buxton, Matlock, and Midlands Junction," and "North Western"	June	451·4	583·53	1,030·79	1,614·32	No account.			93,269·64	2,863·78	3,811·66	6,675
	Dec.	551·5	611·00	912·00	1,523·00	No account.			105·783·28	2,423·94	3,264·41	5,688
Total		501·4	1,197·39	1,931·14	3,128·53	- -	- -	- -	199,221·97	5,244·34	7,022·16	12,266
Monmouthshire	June	45·5	180·22	866·86	1,047·08	112·18	312·23	424·41	38,988·69	1,263·48	2,992·72	4,256
	Dec.	45·5	216·15	947·89	1,164·04	120·13	318·73	438·86	46,999·82	1,066·54	2,836·22	3,902
Total		45·5	396·37	1,814·75	2,211·12	232·31	630·96	863·27	85,988·51	2,330·02	5,828·94	8,158
Newcastle and Carlisle	June	78·3	263·61	720·88	984·49	39·73	51·95	91·68	46,819·79	1,453·61	3,048·33	4,501
	Dec.	78·3	371·41	765·01	1,136·42	40·28	55·07	95·35	60,732·14	1,551·39	3,189·40	4,740
Total		78·3	635·02	1,485·89	2,120·91	80·01	107·02	187·03	107,551·93	3,005·00	6,237·73	9,241
Newport, Abergavenny, and Hereford	June	33·8	193·85	283·28	477·13	44·49	32·37	76·86	35,333·93	1,838·30	1,321·97	3,160
	Dec.	36·5	246·13	322·47	568·60	41·20	31·51	72·71	45,392·74	1,702·30	1,209·26	2,911
Total		35·1	442·62	608·12	1,050·74	85·69	63·93	149·62	81·228·54	3,540·39	2,530·52	6,071
North and South Western Junction	June	3·9	425·89	447·44	873·33	627·18	316·92	944·10	No account.	5,203·59	1,267·69	6,471
	Dec.	3·9	802·30	591·02	1,393·32	661·54	366·15	1,027·69	- - -	5,116·92	1,441·61	6,558
Total		3·9	1,228·19	1,038·46	2,266·65	1,288·72	683·07	1,971·79	- - -	10,320·51	2,732·30	13,052
North Devon	June	34·8	159·60	59·10	218·70	Mixed. 39·02	- -	39·02	22,354·42	Mixed. 1,243·62	Nil.	1,243
	Dec.	34·8	221·63	81·07	302·70	Mixed. 51·32	- -	51·32	33,422·29	1,524·65	- -	1,524
Total		34·8	381·23	140·17	521·40	90·34	- -	90·34	55,776·71	2,768·27	- -	2,768
North Eastern. Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction" Railways	June	703·6	383·35	711·67	1,095·02	78·44	47·61	126·05	62,929·92	1,951·68	3,675·30	5,626
	Dec.	704·7	537·11	755·04	1,272·14	84·38	52·03	136·41	91,514·85	1,934·53	3,572·95	5,507
Total		704·1	920·72	1,466·76	2,367·48	162·85	99·65	262·50	154,178·05	3,886·48	7,248·69	11,135
North London	June	8·4	4,413·69	2,185·11	6,598·80	2,550·23	639·41	3,189·64	- - -	27,966·91	7,294·16	35,261
	Dec.	8·4	4,851·31	2,433·92	7,285·23	2,577·85	689·05	3,266·90	Cannot be ascertained.	26,279·52	5,057·02	31,336
Total		8·4	9,265·00	4,619·03	13,884·03	5,128·08	1,328·46	6,456·54	- - -	54,246·43	12,351·18	66,597
North Staffordshire	June	123·0	301·88	473·21	775·09	128·09	53·36	181·45	44,602·98	2,160·58	1,468·18	3,628
	Dec.	123·0	370·95	505·84	876·79	128·43	54·34	182·77	607.132·03	2,149·04	1,384·22	3,533
Total		123·0	672·83	979·05	1,651·88	256·52	107·70	364·22	651,735·01	4,309·62	2,972·40	7,282
Oxford, Worcester, and Wolverhampton	June	93·7	413·21	422·54	835·75	40·41	43·70	84·11	57,263·42	3,084·71	1,604·39	4,689
	Dec.	53·7	530·43	584·29	1,114·72	42·83	37·72	80·55	84,980·49	2,107·57	1,942·78	4,050
Total		93·7	943·64	1,006·83	1,950·47	83·24	81·42	164·66	142,243·91	5,192·28	3,547·17	8,739

Railway Companies reduced to a Mileage Rate, &c.—ENGLAND.—*continued.*

Expenditure per Mile of Railway open for									Expenditure per Train Mile.						Receipts per Train Mile.		
Maintenance of Way.	Locomotive.			Traffic Charges.		Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous (including Policemen, Watchmen, Compensation, &c.)	Rates and Government Duty.	Total.	Passengers, Parcels, &c.	Goods.	Total.
	Engines and Working.	Carriages.	Waggons.	Coaching.	Merchandise.												
£	£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
3·86	325·18	30·04	106·44	49·88	64·94	45·61	56·49	743·44	2·40	18·72	4·56	1·92	2·16	29·76	89·76	50·88	61·20
0·22	333·24	37·72	97·92	49·55	69·60	52·48	49·99	769·72	3·12	18·24	4·56	2·16	1·92	30·00	100·08	52·08	70·56
1·08	658·42	67·76	204·36	99·43	134·54	98·09	105·48	1,513·16	2·84	18·37	4·62	1·98	2·11	29·92	65·70	51·52	66·13
3·86	55·15	- -	12·94	14·32	- -	30·74	8·52	181·13	14·16	16·32	3·36	7·20	2·16	43·20	13·92	75·36	51·12
1·83	74·86	- -	24·76	15·71	- -	37·63	7·52	205·31	8·64	19·20	3·12	7·20	1·44	39·60	17·04	73·20	55·92
3·69	130·01	- -	37·70	30·63	- -	68·37	16·04	386·44	11·06	17·88	3·27	7·29	1·72	41·22	15·50	74·23	53·90
0·19	735·57	90·39	- -	841·16		524·81	543·26	2,980·38	3·84	12·72	13·44	8·16	8·64	46·80	73·44	Goods taken by passenger trains.	73·44
0·69	711·34	127·31	- -	798·85		1,019·04	537·11	3,421·34	3·12	12·24	11·52	14·64	7·68	49·20	75·36		75·36
0·88	1,446·91	217·70	- -	1,640·01		‖ 1,543·85	1,080·37	6,401·72	3·55	12·51	12·32	11·59	8·12	48·09	74·57	- -	74·57
0·77	309·19	34·43	46·74	121·62	378·48	141·52	79·99	1,201·74	2·88	13·44	17·04	5·04	2·88	41·28	75·36	92·88	83·76
0·64	295·12	40·23	44·34	118·89	380·03	152·32	86·17	1,204·74	3·12	13·08	18·00	5·52	3·12	43·44	86·88	114·00	98·88
0·41	604·31	74·66	91·08	240·51	758·51	293·84	166·16	2,406·48	3·12	13·56	17·59	5·18	2·92	42·37	81·14	102·90	91·24
0·52	170·88	42·33		186·63		52·16	86·76	623·28	4·08	10·32	8·88	2·64	4·08	30·00	65·52	63·84	65·28
0·55	182·08	40·67		203·01		52·88	85·33	685·52	5·52	10·08	9·12	2·40	3·84	30·96	77·76	62·40	73·44
5·07	352·96	83·00		389·64		105·04	172·09	1,308·80	4·83	10·22	9·13	2·46	4·04	30·68	72·10	63·21	69·48
0·07	294·44	68·79		174·04	93·42	27·57	119·58	856·91	3·12	13·20	9·84	0·96	2·32	31·44	88·56	44·88	72·96
0·84	338·14	101·61		199·70	106·21	135·64	146·90	1,171·04	5·28	16·08	11·04	5·04	5·28	42·72	104·64	45·36	84·48
0·11	633·39	171·03		374·21	199·88	165·24	266·91	2,033·77	4·09	14·76	10·53	3·04	4·89	37·31	97·26	45·26	79·22
0·41	251·49	14·77	47·78	232·26		121·86	31·13	814·70	5·76	15·36	11·28	6·24	1·44	40·08	44·64	86·16	74·32
0·15	226·61	13·93	37·14	216·78		77·32	31·25	695·18	4·56	13·68	11·04	3·84	1·44	34·56	53·76	80·40	67·20
0·57	478·18	28·70	84·92	449·14		199·11	62·39	1,510·01	5·14	14·67	11·14	4·94	1·54	37·43	49·17	83·34	80·45
0·07	185·44	60·10		13·29	43·99	57·17	23·96	438·02	4·32	18·96	4·32	4·32	1·68	33·60	46·80	72·48	61·44
0·53	227·56	70·22		13·49	47·43	81·87	30·17	544·27	5·28	21·36	4·32	6·24	2·16	39·36	63·60	70·08	67·44
0·60	413·00	130·32		26·78	91·42	139·04	54·13	982·29	4·76	20·31	4·42	5·19	2·02	36·70	55·27	71·40	64·65
0·41	253·66	81·39		163·62		60·03	44·14	704·25	3·84	13·44	6·48	2·64	1·92	28·32	48·72	64·80	57·84
0·41	246·92	90·26		150·09		58·46	42·02	686·16	4·08	14·16	6·24	2·88	1·68	29·04	60·48	66·96	64·08
0·21	526·62	181·13		329·58		124·67	90·59	1,462·80	4·11	13·84	6·45	2·58	1·77	28·75	54·79	66·00	61·21
0·17	239·98	- -	- -	196·88		62·43	66·01	692·47	6·96	13·44	11·04	3·60	3·84	38·88	34·08	69·36	59·04
0·37	245·86	- -	- -	195·73		53·93	58·06	797·95	15·03	15·12	12·04	3·31	3·57	49·07	48·48	80·16	71·52
0·54	485·84	- -	- -	392·61		116·36	124·07	1,490·42	10·93	14·29	11·55	3·43	3·65	43·85	40·84	74·73	65·05
0·39	162·95	75·00		73·78	- -	47·86	26·17	462·15	- -	- -	- -	- -	- -	- -	43·44	56·64	52·32
0·39	162·95	75·00		73·78	- -	47·86	26·17	462·15	- -	- -	- -	- -	- -	- -	57·36	57·36	57·36
0·78	325·90	150·00		147·56	- -	95·72	52·34	924·30	*4·08	12·24	3·84	2·64	1·20	24·00	50·71	57·17	55·07
0·19	124·92	24·14		79·03		27·02	8·91	331·21	5·28	11·28	6·00	1·92	0·48	24·96	25·20	51·36	36·24
0·76	121·98	3·72		86·87		45·07	13·31	320·71	4·08	10·56	6·96	3·84	0·96	26·40	34·56	63·84	46·80
0·43	247·12	27·15		166·44		72·88	22·43	652·45	4·60	10·84	6·58	2·88	0·88	25·78	30·00	57·67	41·53
0·12	- -	- -	- -	22·77		105·83	18·33	253·05	3·84	- -	0·72	3·60	0·48	8·64	19·44	84·72	32·40
0·84	- -	- -	- -	- -	- -	172·05	20·77	256·66	2·16	- -	- -	6·24	0·72	9·12	37·44	96·72	50·64
0·96	- -	- -	- -	22·77		277·88	39·10½	509·71	2·97	- -	0·39	4·96	0·69	9·01	28·56	91·21	41·67
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	42·00	Goods taken by passenger trains.	42·00
line leased to Mr. Brassey.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	Mixed. 47·52	- -	47·52
-	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	45·20	- -	45·20
0·83	215·09	79·76		96·02		52·16	32·79	539·70	2·64	12·48	4·08	2·16	1·44	22·80	45·84	47·28	46·56
0·56	206·19	80·09		98·29		48·75	38·56	623·44	6·72	12·48	4·32	1·92	1·68	27·12	66·48	49·20	57·36
0·51	421·26	159·85		194·33		100·91	71·35	1,163·21	4·64	12·52	4·19	2·18	1·54	25·07	56·85	47·90	51·02
0·69	1,458·57	145·24	- -	888·80		694·64	212·39	3,553·33	0·96	11·04	6·00	4·56	1·44	24·00	37·68	71·76	44·88
0·59	1,507·03	167·62	- -	874·86		807·98	273·58	3,991·66	2·64	12·72	6·72	6·24	2·16	30·48	44·40	115·44	55·68
0·28	2,965·60	312·86	- -	1,763·66		1,502·62	485·97	7,544·99	1·86	11·80	6·36	5·42	1·75	27·19	40·99	89·74	50·03
-	- -	- -	- -	435·18		- -	- -	435·18	- -	- -	28·56	- -	- -	28·56	33·36	77·28	51·12
0·43	- -	203·52	- -	- -	- -	180·13	20·96	471·04	4·32	13·44	- -	11·76	1·20	30·72	41·28	80·64	57·60
-	- -	- -	- -	- -	- -	- -	- -	906·22	- -	- -	- -	- -	- -	29·87	37·46	79·19	54·44
0·55	- -	2·80		330·64		94·29	20·63	506·92	2·88	0·24	17·04	4·80	0·96	25·92	32·16	63·12	42·72
0·56	- -	2·75		398·18		108·56	25·13	598·57	3·84	0·24	23·52	6·48	1·44	35·52	60·24	72·00	66·00
2·51	- -	5·55		728·82		202·85	45·76	1,105·49	3·36	0·15	20·01	5·57	1·26	30·35	43·61	68·12	53·56

* This is a yearly return

Table No. 5, showing the Receipts and Expenditure o

Name of Railway.	Half Year ended	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.		
			Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	Total.
		M.	£	£	£							
Preston and Longridge	Aug.	6·5	120·00	114·15	231·15	260·00	96·00	356·00	28,441·07	1,535·07	624·00	2,159·07
	Feb.	6·5	171·08	97·84	268·92	131·54	90·76	222·30	42,893·84	1,684·15	586·92	2,271·07
Total		6·5	291·08	211·99	503·07	391·54	186·76	578·30	71,334·91	3,219·22	1,210·92	4,430·14
Port Carlisle	June	11·1	19·45	75·22	115·67	Mixed. 62·16	– –	62·16	9,030·00	Mixed. 691·53	Nil.	691·53
	Dec.	11·1	76·57	92·07	168·64	Mixed. 81·62	– –	81·62	21,014·14	Mixed. 897·84	– –	897·84
Total		11·1	117·02	167·29	284·31	143·78	– –	143·78	30,044·14	1,589·37	– –	1,589·37
St. Helens	June	21·8	176·57	803·99	1,000·56	310·97	614·19	925·16	37,674·49	2,054·23	4,913·51	6,967·74
	Dec.	21·8	279·71	783·02	1,062·73	311·57	597·62	909·19	51,708·15	2,178·11	4,780·92	6,959·03
Total		24·8	456·28	1,587·01	2,043·29	622·54	1,211·81	1,834·35	89,382·64	4,232·34	9,694·43	13,926·77
Shrewsbury and Hereford	June	50·6	254·33	279·39	533·72	28·75	27·17	55·92	42,397·43	1,463·03	1,236·73	2,699·76
	Dec.	50·6	311·89	302·89	614·78	30·71	26·21	56·92	54,298·83	1,556·20	1,338·14	2,894·34
Total		50·6	566·22	582·28	1,148·50	59·46	53·38	112·84	96,696·26	3,019·23	2,574·87	5,594·10
Shropshire Union	June	18·3	436·77	694·48	1,131·25	111·53	32·51	144·04	61,451·03	3,258·52	1,902·02	5,160·54
	Dec.	18·3	496·06	699·67	1,195·73	127·33	69·39	196·72	69,346·17	3,724·15	2,028·58	5,752·73
Total		18·3	932·83	1,394·15	2,326·98	238·86	101·90	340·76	130,797·20	6,982·67	3,930·60	10,913·27
South Devon	June	56·9	788·26	228·75	1,017·01	85·94	13·14	99·08	128,586·45	2,480·17	594·08	3,074·25
	Dec.	56·9	934·65	234·17	1,168·82	91·07	18·03	109·10	160,020·42	2,527·32	607·39	3,134·71
Total		56·9	1,722·91	462·92	2,185·83	177·01	31·17	208·18	288,606·87	5,007·49	1,201·47	6,208·96
South Eastern. Including "London and Greenwich."	July	258·1	1,159·12	367·83	1,526·95	153·92	16·37	170·29	176,641·99	3,557·99	1,025·78	4,583·77
	Jan.	258·4	1,639·87	516·06	2,155·93	166·00	10·06	176·06	269,921·01	3,967·70	1,075·57	5,043·27
Total		258·2	2,799·81	884·15	3,683·96	319·96	26·46	346·42	446,703·67	7,527·38	2,101·79	9,629·17
South Staffordshire	June	25·4	697·36	837·99	1,535·35	517·60	176·69	694·29	151,529·44	3,432·91	2,346·69	5,779·60
	Dec.	25·6	789·53	931·05	1,700·58	504·17	193·25	697·42	165,676·05	3,357·50	2,187·50	6,545·00
Total		25·5	1,167·17	1,769·41	3,236·58	1,021·70	370·00	1,391·70	317,260·98	6,790·12	5,537·49	12,327·60
South Wales	June	156·2	397·58	435·13	832·61	16·76	32·90	49·66	58,202·34	1,815·98	1,249·45	3,065·43
	Dec.	156·2	505·56	4·5·25	991·81	16·76	33·56	50·32	77,576·25	1,863·65	1,116·45	2,980·10
Total		156·2	904·01	920·38	1,824·42	33·52	66·46	99·98	135,778·59	3,679·63	2,365·90	6,045·53
South Yorkshire	June	31·1	113·63	550·16	693·79	119·16	40·19	159·35	No Account.	1,383·41	610·80	1,994·21
	Dec.	31·1	190·61	826·04	1,016·65	112·86	64·07	176·93	– – –	1,526·08	980·19	2,506·27
Total		31·1	334·24	1,376·20	1,710·44	232·02	104·26	336·28	– – –	2,909·49	1,590·99	4,500·48
Stockton and Darlington	June	99·9	134·68	1,345·89	1,480·57	Not known.			22,832·62	Not known.		
	Dec.	99·9	168·47	1,391·01	1,559·48	Not known.			32,623·15	1,153·64	– –	1,153·64
Total		99·9	303·15	2,736·90	3,040·05	– –	– –	– –	55,455·77	– –	– –	– –
Taff Vale	June	42·7	183·79	1,897·14	2,080·93	24·35	109·60	133·95	36,283·34	779·39	2,411·24	3,190·63
	Dec.	42·7	208·05	2,083·79	2,291·84	24·35	109·60	133·95	41,029·91	779·39	2,411·24	3,190·63
Total		42·7	391·84	3,980·93	4,372·77	48·70	219·20	267·90	77,313·25	1,558·78	4,822·48	6,381·26
Vale of Neath	June	25·1	255·38	630·15	885·53	41·55	48·76	90·31	59,631·87	1,174·06	1,255·74	2,429·80
	Dec.	25·1	346·17	884·98	1,231·15	42·66	49·84	92·50	90,839·32	1,210·72	1,538·16	2,748·88
Total		25·1	601·55	1,515·13	2,116·68	84·21	98·60	182·81	150,471·19	2,384·78	2,793·90	5,178·68
Warrington and Stockport	June	10·8	207·88	– –	207·88	171·11	– –	171·11	43,500·00	1,882·22	– –	1,882·22
	Dec.	11·3	264·60	– –	264·60	187·78	– –	187·78	50,197·52	2,065·66	– –	2,065·66
Total		11·1	471·62	– –	471·62	357·65	– –	357·65	93,426·30	3,934·23	– –	3,934·23
West Cornwall	June	26·3	239·39	313·99	553·38	51·75	53·39	105·14	43,718·25	1,402·96	559·89	1,962·85
	Dec.	27·5	285·53	325·81	611·34	47·85	53·24	101·09	55,056·22	1,309·75	621·92	1,931·67
Total		26·9	525·95	640·07	1,166·02	99·50	106·64	206·14	99,027·36	2,710·65	1,183·15	3,893·52
West Hartlepool Harbour and Railway	June	45·0	103·66	1,087·51	1,191·17	67·42	127·82	195·24	21,352·02	877·65	3,211·08	4,088·73
	Dec.	45·0	140·02	1,250·31	1,390·33	73·60	138·00	211·60	28,437·71	955·20	3,496·93	4,452·13
Total		45·0	243·68	2,337·82	2,581·50	141·02	265·82	406·84	49,789·73	1,832·85	6,708·01	8,540·86
Whitehaven and Furness Junction	June	33·8	91·53	112·91	204·44	41·77	29·91	71·68	12,803·85	1,126·45	350·53	1,476·98
	Dec.	33·8	114·05	108·40	222·45	41·77	31·12	72·89	16,138·55	1,126·45	389·17	1,515·62
Total		33·8	205·58	221·31	426·89	83·54	61·03	144·57	28,942·40	2,252·90	739·70	2,992·60
Whitehaven Junction	June	12·9	302·17	305·97	608·14	132·26	72·09	204·35	53,627·59	1,550·97	865·12	2,452·09
	Dec.	12·9	367·36	317·75	685·11	134·57	84·65	219·22	55,541·47	1,611·88	1,015·81	2,630·69
Total		12·9	669·53	623·72	1,293·25	266·83	156·74	423·57	109,169·06	3,201·85	1,880·93	5,082·78
Total		6,044·6	1,103·41	1,519·68	3,013·08	225·02 Exclusive of "Stockton and Darlington," "Lancashire and Yorkshire," and "Midland," Railways.	111·63	336·65	240,182·64 Exclusive of "London and Blackwall," "North London and "South Yorkshire."	7,441·93 Exclusive of "Lancashire and Yorkshire," and "Stockton and Darlington."	1,887·03	10,401·5

lway Companies reduced to a Mileage Rate, &c.—ENGLAND.—*continued.*

Expenditure per Mile of Railway open for									Expenditure per Train Mile.						Receipts per Train Mile.		
ain-ance of ay.	Locomotive. Engines and Working.	Locomotive. Carriages.	Locomotive. Wagons.	Traffic Charges. Coaching.	Traffic Charges. Merchandise.	Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous (including Policemen, Watchmen, Compensation, &c.)	Rates and Government Duty.	Total.	Parcels, Passengers, &c.	Goods.	Total.
£	£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1·69	49·38	17·23		39·23		5·23	19·39	142·15	1·44	7·20	4·32	0·72	1·92	15·60	15·72	43·68	25·92
5·00	43·23	12·15		31·39		13·07	23·23	139·07	1·68	6·00	3·12	1·44	2·40	14·64	24·24	39·84	28·32
7·69	92·61	29·38		70·62		18·30	42·62	281·22	1·51	6·61	3·81	0·99	2·31	15·23	21·70	42·01	27·25
5·57	42·39	5·22	– –	30·72		35·09	6·63	*126·62	2·16	16·32	10·80	12·48	2·16	43·92	40·08 Mixed.	Goods taken by passenger trains.	40·08
ccounts published annually to 31st May			– –	– –		– –	– –	– –	– –	– –	– –	– –	– –	– –	44·88	– –	44·88
–	– –	– –	– –	– –		– –	– –	– –	– –	– –	– –	– –	– –	– –	42·93	– –	42·93
1·89	175·48	– –	13·91	49·67	93·59	56·46	20·37	461·37	1·68	6·72	5·04	1·92	0·48	15·84	22·80	39·12	34·32
3·83	178·51	– –	15·32	49·72	88·95	64·88	29·84	481·05	1·92	6·96	4·56	2·16	0·96	16·56	28·56	39·12	35·76
5·72	353·99	– –	29·23	99·39	182·54	121·34	50·21	942·42	1·83	6·61	4·85	2·06	0·86	16·21	26·82	39·28	35·21
–	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	41·52	54·00	47·28
ne leased to Mr. Brassey			– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	52·56	54·24	53·28
–	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	47·39	54·27	55·60
8·52	262·95	94·48		209·51		27·10	16·62	829·18	10·08	16·56	9·84	1·20	0·72	38·40	32·16	87·60	52·56
0·00	250·38	96·99		207·55		31·04	17·86	833·82	9·36	14·64	8·64	1·20	0·96	34·80	31·92	82·56	49·68
8·52	513·33	191·47		417·06		58·14	34·48	1,663·00	9·87	15·49	9·18	1·27	0·76	36·57	32·06	85·12	51·17
8·35	229·14	53·41	– –	82·40		75·21	36·28	614·79	11·04	22·08	6·24	5·76	2·64	47·76	76·08	92·40	79·40
0·82	232·56	70·19	– –	90·41		68·79	42·99	675·76	12·96	23·28	6·96	5·28	3·12	51·60	88·56	93·40	89·76
9·17	461·70	123·60	– –	172·81		144·00	79·27	1,290·55	11·96	22·63	6·67	5·56	3·06	49·88	82·57	92·46	84·49
3·56	230·68	73·31		108·34	123·31	116·35	130·89	926·44	7·44	15·84	12·00	6·24	6·72	48·24	76·28	85·92	73·68
5·76	240·36	73·04		117·79	148·95	141·37	139·85	1,057·12	9·12	14·88	12·72	6·72	6·72	50·16	99·12	114·96	102·48
8·88	470·27	146·09		225·76	271·88	257·34	270·29	1,980·51	8·44	15·36	12·40	6·42	6·74	49·36	89·26	100·95	88·26
ne worked by Mr. M'Lean			– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	48·72	85·68	63·60
ne worked by Mr. M'Leant			– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	54·96	70·08	62·16
–	– –	– –	– –	– –	– –	– –	– –	1	– –	– –	– –	– –	– –	– –	51·85	76·68	63·01
9·42	– –	– –	– –	39·63	– –	397·76	20·11	536·92	6·24	– –	3·36	30·96	1·44	42·00	52·36	84·72	69·28
8·77	335·57			43·93	– –	78·32	25·97	572·56	6·96	27·12	3·36	6·48	2·16	46·08	65·04	104·64	79·68
8·19	335·57			83·56	– –	476·08	46·08	1,109·48	6·67	13·33	3·32	18·89	1·83	44·04	58·96	93·36	72·42
3·53	61·70	– –	– –	150·90		90·04	25·14	351·31	2·64	7·44	18·24	11·04	2·88	42·24	24·72	216·24	82·80
3·34	98·01	– –	– –	176·11		168·39	25·11	500·96	3·12	9·36	16·80	16·08	2·40	47·76	30·00	202·08	97·44
6·87	159·71	– –	– –	327·01		258·43	50·25	852·27	3·03	8·51	17·44	13·78	2·69	45·45	27·57	207·59	91·21
0·57	272·90	8·99	121·02	16·07	29·34	125·32	23·08	757·29	Mileage of trains incomplete –						30·24	Not known.	
2·68	353·37	8·78	148·88	15·91	33·08	111·56	18·48	832·74	Mileage of trains incomplete –						35·04	Not known.	
3·25	626·27	17·77	269·90	31·98	62·42	236·88	41·56	1,590·03	– –	– –	– –	– –	– –	– –	32·85	– –	– –
4·33	290·39	154·33		168·24		194·94	110·08	1,182·31	19·68	33·36	12·48	14·88	8·16	88·56	56·40	188·64	156·48
5·37	459·18	121·71		166·56		212·22	49·88	1,385·92	28·32	43·68	12·48	15·84	5·84	104·16	64·08	207·56	172·32
0·70	749·57	276·04		334·80		407·16	159·96	2,568·23	24·09	38·57	12·59	15·32	6·02	96·59	60·33	198·11	164·70
6·05	145·13	58·73		95·03		101·19	11·59	497·72	8·64	19·92	9·36	10·08	0·96	48·96	52·08	120·24	87·36
5·22	167·68	77·93		111·95		147·33	11·04	621·15	9·12	21·36	9·84	12·72	0·96	54·00	68·64	138·00	107·28
1·27	312·81	136·66		206·98		248·52	22·63	1,118·87	8·86	20·83	9·59	11·52	1·05	51·85	60·53	130·15	98·09
–	90·83	– –	– –	68·42		23·62	14·63	197·50	– –	11·52	8·88	3·12	1·68	25·20	26·40	Goods taken by passenger trains.	26·40
–	105·49	– –	– –	64·51		33·28	15·13	218·41	– –	12·24	7·44	3·84	1·68	25·20	30·72		30·72
–	195·76	– –	– –	132·25		56·85	29·64	414·50	– –	11·94	8·06	3·47	1·81	25·28	28·77	– –	28·77
2·43	88·06	19·46		115·85		56·89	20·88	373·57	8·88	12·96	14·16	6·96	2·64	45·60	40·80	134·40	67·44
8·58	76·87	24·94		111·49		70·58	12·95	365·41	8·40	12·72	13·92	8·64	1·68	45·36	52·32	125·52	75·84
0·93	164·69	44·54		227·25		127·76	33·64	738·81	8·68	12·89	14·00	7·88	2·08	45·53	46·56	129·83	71·86
–	– –	– –	– –	– –	– –	– –	– –	– –	Account published annually to 31st December in each year.						28·32	81·12	69·84
–	– –	– –	– –	– –	– –	– –	– –	– –							35·04	85·68	137·36
–	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	31·90	83·64	72·54
2·92	64·70			28·38		17·49	6·54	140·03	3·84	10·32	4·56	2·88	0·96	22·56	19·44	77·28	33·12
1·84	77·36			31·66		19·24	6·59	156·68	3·60	12·24	5·04	2·88	0·96	24·72	24·24	68·40	35·28
4·75	142·06			60·04		36·73	13·13	296·71	3·62	11·43	4·81	2·95	1·05	23·86	21·90	72·67	34·33
3·61	259·76	– –	– –	58·15	– –	38·67	16·75	406·97	3·36	25·44	5·52	3·84	1·44	39·60	45·60	84·72	59·52
5·73	240·85	– –	– –	56·20	– –	41·09	18·84	402·71	4·08	22·08	5·28	3·60	1·68	36·72	53·28	74·88	62·40
9·57	261·61	– –	– –	114·35	– –	79·76	35·59	809·68	3·76	23·63	5·39	3·76	1·68	38·22	50·18	79·58	61·06
7·36	571·53			400·81		201·83	113·16	1,504·39	5·28	13·92	9·76	4·91	2·76	36·63	65·80	71·43	68·45

Exclusive of "North Devon," "Port Carlisle," "Shrewsbury and Hereford," "South Staffordshire," and "West Hartlepool Harbour and Railway."

Exclusive of "Lancashire and Yorkshire," "North Devon," "Port Carlisle," "Shrewsbury and Hereford," "South Staffordshire," "Stockton and Darlington," and "West Hartlepool Harbour and Railway."

Exclusive of "Lancashire and Yorkshire," and "Stockton and Darlington."

* The expenditure for half the year ended 31st May 1855 has been taken as the expenditure for the half-year ended June 30th, 1855.

Table No. 5. showing Receipts and Expenditure

SCOTLAND

Name of Railway.	Half Year ended	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.		
			Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	Total
		M.	£	£	£							
Aberdeen	July	73·6	290·46	437·01	727·47	79·58	48·51	128·09	41,999·32	3,127·45	1,368·21	4,495·
Scottish Midland Junction	July	37·5	219·04	421·12	640·16	34·53	48·51	83·04	34,138·80	1,386·94	1,829·94	3,216·
Aberdeen and Scottish Midland Junction	Jan.	113·2	376·68	423·16	799·84	60·37	52·47	112·84	55,626·19	1,726·93	1,900·17	3,627·
Total		113·2	638·69	846·80	1,484·89	123·56	100·08	223·64	94,242·40	4,219·88	3,395·95	7,615·
Caledonian	July	193·2	574·68	929·12	1,503·80	Not known.			189,112·29	2,841·39	3,696·46	6,537·
	Jan.	197·7	696·42	914·18	1,610·60				175,108·89	3,071·76	3,797·15	6,868·
Total		195·8	1,270·24	1,839·83	3,110·07	- -	- -	- -	363,409·20	5,905·26	7,481·37	13,386·
Caledonian and Dumbartonshire Junction	July	8·0	343·25	320·25	663·50	185·63	81·37	267·00	69,123·00	1,485·00	6,916·50	8,401·
	Jan.	8·0	493·88	371·62	865·50	200·37	94·63	295·00	100,105·13	1,603·00	804·25	2,407·
Total		8·0	837·13	691·87	1,529·00	386·00	176·00	562·00	169,228·13	3,088·00	7,720·75	10,808·
Deeside*	June	16·2	162·59	155·86	318·45	61·35	23·27	84·62	30,908·27	1,043·08	395·62	1,438·
	Dec.	16·2	261·72	146·35	408·08	64·56	25·74	90·30	50,507·15	1,096·85	437·34	1,534·
Total		16·2	424·31	302·21	726·53	125·91	49·01	174·92	81,415·42	2,139·93	832·96	2,972·
Dundee and Arbroath	April	17·3	446·36	285·49	731·85	155·20	37·45	192·65	76,716·87	2,674·27	610·64	3,284·
	Oct.	17·3	565·72	304·91	870·63	176·30	36·99	213·29	96,165·89	2,898·38	702·66	3,601·
Total		17·3	1,012·08	590·40	1,602·48	331·50	74·44	405·94	172,882·76	5,572·65	1,313·30	6,885·
Dundee, Perth, and Aberdeen Junction, Including "Dundee and Newtyle"	July	31·2	243·58	483·07	726·65	113·33	84·77	198·10	54,637·98	1,893·33	1,494·39	3,387·
	Jan.	31·2	320·98	522·78	843·76	102·21	98·17	200·38	82,429·04	1,673·94	1,548·91	3,222·
Total		31·2	564·56	1,005·85	1,570·41	215·54	182·94	398·48	137,067·02	3,567·27	3,043·30	6,610·
Edinburgh and Glasgow	July	92·0	482·17	717·31	1,199·48	90·43	58·60	149·03	150,679·05	2,536·54	1,776·69	4,313·
Stirling and Dunfermline		24·6	126·34	385·65	511·99	100·04	126·22	226·26	22,170·97	1,232·76	1,392·48	2,625·
Edinburgh and Glasgow. Including "Stirling and Dunfermline"	Jan.	116·6	607·97	580·05	1,188·02	89·27	75·16	164·43	137,539·52	2,196·39	1,665·46	3,861·
Total		116·6	1,015·08	1,227·39	2,242·47	181·73	148·03	329·76	261,105·46	4,457·87	3,361·09	7,818·
Edinburgh, Perth, and Dundee	July	72·0	439·53	612·62	1,052·15	231·00	141·94	372·94	67,185·80	1,512·63	2,466·34	3,978·
	Jan.	72·0	556·65	645·93	1,202·58	227·25	150·45	377·70	87,043·00	1,709·33	2,528·11	4,237·
Total		72·0	996·18	1,258·55	2,254·73	458·25	292·39	750·64	154,228·80	3,221·96	4,994·45	8,216·
Glasgow and South Western	July	184·3	269·49	511·33	780·82	16·92	29·11	46·03	No account	1,332·73	2,653·78	3,986·
	Jan.	184·3	337·14	568·95	906·09	45·54	29·37	74·91	No account	1,384·11	2,762·31	4,146·
Total		184·3	606·63	1,080·28	1,686·91	62·46	58·48	120·94	- - -	2,716·84	5,416·09	8,132·
Great North of Scotland*	June	39·4	200·74	281·21	481·95	32·66	14·06	46·72	33,243·45	1,289·30	543·44	1,832·
	Dec.	39·4	294·94	298·35	593·29	31·14	16·67	47·81	48,330·41	1,223·38	651·59	1,874·
Total		39·4	495·68	579·56	1,075·24	63·80	30·73	94·53	81,573·86	2,512·68	1,195·03	3,707·
Monkland	June	35·9	30·13	806·13	836·26	43·59	No account	43·59	6,886·88	348·74	No account	348·
	Dec.	35·9	33·14	863·85	896·99	43·45		43·45	6,504·40	338·94		338·
Total		35·9	63·27	1,669·98	1,733·25	87·04	- -	87·04	13,391·28	687·68	- -	687·
Morayshire*	June	5·9	94·41	95·25	189·66	Mixed 285·42	Nil	285·42	25,298·64	Mixed 1,712·54	Nil	1,712·
	Dec.	5·9	140·00	99·15	239·15	Mixed 282·03	- -	282·03	36,658·64	Mixed 1,692·20	- -	1,692·
Total		5·9	234·41	194·40	428·81	567·45	- -	567·45	61,957·28	3,404·74	- -	3,404·
North British	July	147·9	312·87	498·14	811·01	97·27	44·25	141·52	53,013·63	1,866·18	1,649·42	3,515·
	Jan.	147·9	434·17	521·25	955·42	107·80	44·56	152·36	72,198·13	1,963·53	1,444·36	3,407·
Total		147·9	747·04	1,019·39	1,766·43	205·07	88·81	293·88	125,211·76	3,829·71	3,093·78	6,923·
Peebles	June	Railway not open.										
	Dec.	18·8	128·98	75·48	204·46	57·76	38·51	96·27	16,940·59	917·45	728·45	1,645·
Total		18·8	128·98	75·48	204·46	57·76	38·51	96·27	16,940·59	917·45	728·45	1,645·
St. Andrew's	July	4·6	168·48	145·65	314·13	Mixed 480·43	Nil	480·43	25,303·04	Mixed 2,402·17	Nil	2,402·
	Jan.	4·6	261·30	133·26	394·56	478·26	- -	478·26	38,710·43	Mixed 2,276·08	- -	2,276·
Total		4·6	429·78	278·91	708·69	958·69	- -	958·69	64,013·47	4,678·25	- -	4,678·
Scottish Central	July	50·2	490·89	745·70	1,236·59	38·79	55·37	94·16	65,951·86	1,745·31	2,492·04	4,237·
	Jan.	50·2	692·37	741·67	1,434·04	42·25	62·11	104·36	96,239·76	1,961·28	2,795·03	4,756·
Total		50·2	1,183·26	1,487·37	2,670·63	81·04	117·48	198·52	162,191·62	3,706·59	5,287·07	8,993·
Total		1,049·0	828·41	1,194·49	2,022·90	174·86 Exclusive of "Caledonian" and "Monkland."	110·66	285·52	190,750·68 Exclusive of "Glasgow and South Western."	4,664·76	4,512·48 Exclusive of Monkland.	8,517·

* These Companies' statements of accounts are made up annually.

Railway Companies reduced to a Mileage Rate, &c.—*continued.*

SCOTLAND.

Expenditure per Mile of Railway open for									Expenditure per Train Mile.						Receipts per Train Mile.		
Maintenance of Way.	Locomotive. Engines and Working.	Locomotive. Carriages.	Locomotive. Waggons.	Traffic Charges. Coaching.	Traffic Charges. Merchandise.	Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous (including Policemen, Watchmen, Compensation, &c.)	Rates and Government Duty.	Total.	Parcels, Passengers, &c.	Goods.	Total.
£	£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
38·38	114·89	17·77	19·63	79·62		73·65	22·82	366·76	1·92	8·16	4·08	3·84	1·44	19·44	22·32	76·56	38·88
78·93		135·20		40·61		52·86	5·76	313·36	5·76	10·08	3·12	3·84	0·48	23·28	37·68	55·20	47·52
46·40	169·34	18·13	19·73	90·86		48·79	27·39	420·64	2·88	13·68	6·00	3·36	1·92	27·84	52 32	53·28	52·80
97·51		350·99		156·09		114·19	44·13	762·91	3·07	11·06	4·92	3·60	1·39	24·04	36·29	59·84	46·79
96·41	229·11	- -	- -	70·07	140·61	128·17	20·91	685·28	3·36	8·64	7·68	4·56	0·96	25·20	48·48	60·24	58·80
94·66	224·89	- -	- -	68·82	138·05	125·85	20·53	672·80	3·84	8·88	7·92	4·32	0·48	25·44	54·24	57·60	56·16
205·77	483·76	- -	- -	151·61	287·21	255·30	86·49	1,420·14	3·68	8·67	7·87	4·58	0·66	25·46	51·62	59·02	55·72
30·75	107·25	7·25	12·12	41·62	49·12	134·75	19·26	402·12	0·72	3·84	2·40	3·84	0·48	11·28	55·44	11·04	18·72
28·87	103·75	3·62	19·25	44·13	57·12	147·13	18·13	432·00	2·88	12·48	10·08	14·64	2·64	42·72	73·92	110·88	86·16
59·62	211·00	10·87	31·37	85·75	106·24	281·88	47·39	834·12	1·33	5·63	4·26	6·25	1·05	18·52	65·06	21·50	33·95
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	37·20	94·32	53 04
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	57·12	80·16	63·60
77·16	78·70	11·10	8·08	28·64	39·76	68·64	31·06	343·14	6·24	7·92	5·52	5·52	2·40	27·60	47·58	87·08	58·65
22·13	101·96	17·12	23·18	3·02	117·05	123·94	24·77	433·17	1·44	10·56	8·64	9·12	1·68	31·44	39·84	112·08	53·28
74·25	108·03	19·71	24·92	72·32	53·24	123·36	30·41	506·24	5·04	10·08	8·40	8·16	1·92	33·60	45·80	103·92	57·84
96·38	209·99	36·83	48·10	75·34	170·29	247·30	55·18	939·41	3·36	10·28	8·56	8·62	1·92	32·74	43·58	108·15	56·09
37·24	98·34	- -	- -	180·55		99·24	9·98	425·35	2·64	6·96	12·96	6·96	0·48	30·00	30·72	77·52	51·36
44·07	90·16	- -	- -	185·67		97·31	12·69	429·90	3·36	6·72	13·68	7·44	0·72	31·92	45·84	80·88	62·64
81·31	188·50	- -	- -	366·22		196·55	22·67	855·25	2·96	6·84	13·29	7·13	0·83	31·05	37·97	79·03	57·01
67·77	202·35	- -	- -	85·83	168·27	72·57	30·93	627·72	3·84	11·28	14·16	3·84	1·68	34·80	45·60	96·72	66·72
42·88	102·72	- -	- -	76·42		23·83	5·28	251·13	3·84	9·36	6·96	2·16	0·48	22·80	24·48	66·24	46·80
63·99	187·38	- -	- -	74·37	141·22	192·18	34·20	693·34	4·08	11·52	13·44	12·00	1·92	42·96	66·24	83·52	73·68
126·51	368·72	- -	- -	432·21		254·46	59·72	1,241·62	3·88	11·32	13·26	7·82	1·83	38·11	54·64	87·64	68·83
98·86	156·05	26·08	21·66	46·24	64·43	36·29	46·45	496·06	5·76	12·48	6·48	2·16	2·88	29·76	69·60	59·52	63·36
98·61	147·79	23·11	20·91	54·38	105·87	38·25	54·58	543·50	5·52	11·04	8·88	2·16	3·12	30·72	78·00	61·20	67·92
197·47	303·84	49·19	42·57	100·62	170·30	74·54	101·03	1,039·56	5·76	11·55	7·92	2·17	2·96	30·36	74·21	60·47	65·86
51·53	130·38	15·76	33·82	14·56	43·29	47·69	9·43	346·46	2·88	10·80	3·36	3·12	0·48	20·64	48·48	46·08	46·80
61·16	144·62	13·60	34·30	16·79	45·46	51·18	11·35	378·46	3·60	11·28	3·60	2·88	0·48	21·84	58·32	49·20	52·32
112·69	275·00	29·36	68·12	31·35	88·75	98·87	20·78	724·92	3·32	10·99	3·54	2·92	0·62	21·39	53·58	47·87	49·78
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	37·20	124·08	62·88
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	57·84	109·92	75·84
7·76	110·54	6·32		49·04	73·36	138·14	16·48	401·64	0·48	7·68	7·02	8·88	0·96	25·92	47·34	116·39	69 60
51·69	141·34	2·06	42·73	13·63	- -	59·88	17·44	328·77	Mileage of trains incomplete						20·64	No account.	
55·44	152·62	2·31	43·71	14·85	- -	68·08	14·24	351·25							23·04	No account.	
107·13	293·96	4·37	86·44	28·48	- -	127·96	31·68	680·02	-	- -	- -	- -	- -	- -	22·08	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	26·40	Goods taken	26·40
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	Mixed 38·84	by passenger trains.	33·84
21·86	89·48	17·64		115·76		35·76	2·04	282·54	1·20	7·68	8·16	2·40	0·24	19·68	30·22	- -	30·22
109·63	242·16	26·86	42·42	36·52	57·34	53·46	27·82	596·21	7·44	21·12	6·24	3·84	1·92	40·56	40·08	72·48	55·20
101·17	227·49	23·42	38·07	39·33	74·85	54·87	22·75	581·95	6·96	20·40	7·92	3·84	1·68	40·80	53·04	88·56	67·20
210·80	469·65	50·28	80·49	75·85	132·19	108·33	50·57	1,178·16	7·30	20 80	7·21	3·76	1·75	40·82	46·81	79·74	61·23
10·54		6·59		13·24		0·74	0·91	32·02	1·44	0·96	1·68	0·24	0·24	4·56	33·84	24·72	29·76
10·54		6·59		13·24		0·74	0·91	32·02	1·44	0·96	1·68	0·24	0·24	4·56	33·84	24·72	29·76
37·33		120·22		31·34	16·00	18·44	- -	223·33	3·60	11·76	4·56	1·68	- -	21·60	31·20	Goods taken	31·20
35·22		117·82		35·22	16·09	21·52	- -	225·87	3·84	12·24	5·52	2·16	- -	23·76	Mixed 41·52	by passenger trains.	41·52
72·55		238·04		66·56	32·09	39·96	- -	449·20	3·68	12·07	5·01	2·03	- -	22·79	36·35	- -	36·35
102·71		230·73		35·19	58·46	103·73	19·51	550·33	5·76	12 96	5·52	5·76	0·96	30·96	67·44	71·76	70·32
74·98	173·82	22·57	30·77	41·78	66·02	78·13	34·12	522·19	6·96	20·40	8·40	6·96	3·60	46·32	87·36	63·60	127·20
177·69		457·89		76·97	124·48	181·86	53·63	1,072·52	6·14	15·83	6·97	6·29	1·85	37·08	77·87	67·51	92·30
144·81		401·54	- -	249·80		158·07	42·65	996·87	4·11	11·32	7·25	4·48	1·22	28·38	51·37	62·57	57·24
									Exclusive of "Monkland."						Exclusive of "Monkland."		

Table No. 5, showing the Receipts and Expenditure of

IRELAND - - - - - - - -

Name of Railway.	Half Year ended	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.		
			Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	Total.
		M.	£	£	£							
Belfast and Ballymena - - -	April	37·9	317·07	204·67	521·74	50·84	20·43	71·27	72,796·75	2,004·72	771·89	2,776·61
	Oct.	37·9	375·83	211·63	587·46	54·69	20·85	75·54	86,275·91	2,006·30	786·80	2,793·10
Total - -	- -	37·9	692·90	416·30	1,109·20	105·53	41·28	146·81	159,072·66	4,011·02	1,558·69	5,569·71
Belfast and County Down - - -	July	16·8	307·20	66·13	373·33	364·40	8·21	372·61	90,542·85	2,458·85	102·64	2,561·49
	Jan.	16·8	365·71	60·77	426·48	220·95	5·95	226·90	114,715·29	2,327·62	74·40	2,402·02
Total - -	- -	16·8	672·91	126·90	799·81	585·35	14·16	599·51	205,258·14	4,786·47	177·04	4,963·51
Cork and Bandon - - -	June	19·7	171·67	121·62	293·29	Mixed 54·01	Nil	54·01	33,620·55	Mixed 1,079·89	Nil	1,079·89
	Dec.	19·7	203·65	118·48	322·13	Mixed 49·61	- -	49·61	25,225·23	Mixed 1,012·33	- -	1,012·33
Total - -	- -	19·7	375·32	240·10	615·42	103·62	- -	103·62	58,845·78	2,092·22	- -	2,092·22
Cork, Blackrock, and Passage - -	April	6·3	650·31	- -	650·31	Mixed 375·08	Nil	375·08	177,717·30	Mixed 4,688·41	Nil	4,688·41
	Oct.	6·3	816·98	- -	816·98	824·28	- -	824·28	335,339·52	5,151·74	- -	5,151·74
Total - -	- -	6·3	1,467·29	- -	1,467·20	1,199·36	- -	1,199·36	513,056·82	9,840·15	- -	9,840·15
Dublin and Belfast Junction - -	June	55·6	324·94	126·22	451·16	38·66	11·15	49·81	45,466·90	1,716·29	630·04	2,346·33
	Dec.	55·6	411·00	122·07	533·07	30·14	11·21	41·35	63,525·16	1,476·26	628·48	2,104·74
Total - -	- -	55·6	735·94	248·29	984·23	68·80	22·36	91·16	108,992·06	3,192·55	1,258·52	4,451·07
Dublin and Drogheda - - -	June	62·2	356·22	148·74	504·96	77·55	8·43	85·98	65,340·62	2,018·26	175·03	2,193·29
	Dec.	62·2	505·51	164·81	670·32	77·84	8·07	85·91	82,052·23	2,145·99	116·27	2,262·26
Total - -	- -	62·2	861·73	313·55	1,175·28	155·39	16·50	171·89	147,392·85	4,164·25	291·30	4,455·55
Dublin and Kingstown* - - -	June	7·7	2,781·55	- -	2,781·55	1,869·89	- -	1,869·89	No accou n	11,219·22	- -	11,219·22
	Dec.	7·7	3,789·61	- -	3,789·61	1,874·15	- -	1,874·15	- - -	11,374·15	- -	11,374·15
Total - -	- -	7·7	6,571·16	- -	6,571·16	3 744·04	- -	3,744·04	- - -	22,593·37	- -	22,593·37
Dublin and Wicklow - - -	June	16·3	365·39	- -	365·39	303·43	- -	303·43	82,244·54	2,843·62	- -	2,843·62
	Dec.	25·3	806·56	- -	806·56	261·98	- -	261·98	78,174·90	2,490·04	- -	2,490·04
Total - -	- -	20·3	1,299·11	- -	1,299·11	570·14	- -	570·14	163,468·52	5,386·65	- -	5,386·55
Dundalk and Enniskillen - - -	June	26·6	154·36	129·85	284·21	57·21	Nil	57·21	18,469·39	1,430·11	Nil	1,430·11
	Dec.	31·7	187·48	132·58	320·06	52·49	- -	52·49	27,380·37	1,500·82	- -	1,500·82
Total - -	- -	31·7	316·01	240·78	556·79	100·50	- -	100·50	42,743·52	2,701·48	- -	2,701·48
Great Southern and Western - -	June	203·8	511·19	256·63	767·82	11·50	8·38	19·88	70,625·57	1,548·79	661·76	2,210·55
	Dec.	204·4	617·40	264·67	882·07	11·80	9·17	20·97	86,914·65	1,624·58	715·10	2,339·68
Total - -	- -	204·4	1,127·09	520·55	1,647·64	23·27	17·53	40·80	157,332·92	3,168·83	1,374·91	4,543·71
Irish South Eastern - - - -	June	22·6	174·02	101·59	275·61	43·85	13·69	57·74	26,480·79	1,107·21	350·22	1,457.43
	Dec.	22·6	208·94	104·95	313·89	44·69	13·89	58·58	31,493·36	1,128·23	350·17	1,478·40
Total - -	- -	22·6	382·96	206·54	589·50	88·54	27·78	116·32	57,974·15	2,235·44	700·39	2,935·83
Killarney Junction - - - -	April	40·3	78·61	71·66	150·27	16·72	Nil	16·72	13,472·65	685·70	Nil	685·70
	Oct.	40·3	147·61	84·69	232·30	17·14	2·53	19·67	25,108·93	705·03	103·77	808·80
Total - -	- -	40·3	226·22	156·35	382·57	33·86	2·53	26·39	38,581·58	1,390·73	103·77	1,494·50
Londonderry and Coleraine - -	June	36·2	94·14	76·60	170·74	27·24	8·61	35·85	16,751·98	1,062·26	336·13	1,398·39
	Dec.	36·2	123·53	83·34	206·87	27·46	8·67	36·13	22,139·86	1,217·76	434·80	1,652·56
Total - -	- -	36·2	217·67	159·94	377·61	54·70	17·28	71·98	38,891·84	2,280·02	770·93	3,050·95
Londonderry and Enniskillen - -	June	60·4	112·22	124·38	236·60	19·65	7·38	27·03	19,303·16	1,179·13	443·23	1,622·36
	Dec.	60·4	150·23	153·11	303·34	22·76	7·91	30·67	29,244·32	1,191·05	452·45	1,643·50
Total - -	- -	60·4	262·45	277·49	539·94	42·41	15·29	57·70	48,547·48	2,370·18	895·68	3,265·86
Midland Great Western Railway of Ireland	June	126·4	336·09	189·71	523·80	13·22	6·43	19·65	50,526·59	1,316·26	610·99	1,927·25
	Dec.	139·4	382·52	189·27	571·79	12·55	6·55	19·10	66,689·40	1,287·46	592·88	1,880·34
Total - -	- -	139·4	686·78	359·22	1,046·00	24·56	12·36	36·92	112,511·22	2,180·97	1,146·89	3,627·86
Newry and Enniskillen - - -	June	3·5	171·42	203·72	375·14	652·57	89·14	741·71	25,377·14	2,610·29	356·57	2,966·86
	Dec.	3·5	250·57	99·71	350·28	282·28	89·14	371·42	32,910·85	1,947·42	312·00	2,259·42
Total - -	- -	3·5	421·99	303·43	725·42	934·85	178·28	1,113·13	58,287·99	4,557·71	668·57	5,226·28
Newry, Warrenpoint, and Rostrevor -	June	5·7	213·51	15·08	228·59	Mixed 670·17	Nil	670·17	59,924·91	Mixed 4,024·56	Nil	4,024·56
	Dec.	5·7	362·10	26·14	388·24	711·05	- -	711·05	104,232·81	Mixed 4,266·81	- -	4,266·81
Total - -	- -	5·7	575·61	41·22	616·83	1,381·22	- -	1,381·22	164,157·72	8,290·87	- -	8,290·87

* This Company's statement of Accounts is made up annually.

y Companies reduced to a Mileage Rate, &c.—*continued.*

IRELAND.

Expenditure per Mile of Railway open for								Expenditure per Train Mile.						Receipts per Train Mile.		
Locomotive.			Traffic Charges.		Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous (including Policemen, Watchmen, Compensation, &c.	Rates.	Total.	Passengers, Parcels, &c.	Goods.	Total.
Engines and Working.	Carriages.	Waggons.	Coaching.	Merchandise.												
£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
86·83	4·72	15·52	23·09	25·09	36·84	5·64	228·02	2·64	9·12	4·08	3·12	0·72	19·68	37·92	63·60	44·88
81·64	4·72	9·08	23·85	33·32	36·15	4·38	228·02	2·85	8·16	5·04	3·12	0·24	19·44	44·88	64·32	50·40
168·47	9·44	24·60	46·94	58·41	72·99	10·02	456·04	2·86	8·60	4·54	3·12	0·48	19·60	41·52	64·08	47·76
12·68	5·54	5·00	103·83		18·20	3·80	162·80	1·44	2·16	9·60	1·68	0·24	15·12	29·76	154·32	34·80
16·31	4·58	5·18	106·37		20·77	0·41	172·20	1·68	2·88	10·56	1·92	– –	17·04	37·68	195·84	42·48
28·99	10·12	10·18	210·20		38·97	4·21	335·00	1·68	2·16	10·08	1·92	0·24	16·08	33·74	171·99	38·64
	65·84		37·01	12·84	27·66	14·41	178·93	4·56	14·64	11·04	6·00	3·36	39·60	65·04	Goods taken by passenger trains.	65·04
	50·81		35·58	– –	16·82	8·45	128·05	3·84	12·24	8·40	3·84	1·92	30·24	53·04		53·04
	116·65		72·59	12·84	44·48	22·86	306·98	4·32	12·96	9·36	5·04	2·64	34·32	58·28	– –	58·28
191·74	12·55		68·09		62·69	46·36	465·55	3·12	10·32	3·36	4·08	2·16	23·04	33·12	Goods taken by passenger trains.	33·12
151·74	7·30		85·56		154·13	37·78	517·14	3·84	7·44	4·08	6·96	1·68	24·00	37·92		37·92
343·48	19·85		153·65		236·82	84·14	982·69	3·60	8·64	3·60	5·76	2·16	23·76	35·78	– –	35·78
81·53	14·23		27·09		26·06	9·13	191·45	3·36	9·60	2·64	2·64	1·20	19·44	45·36	48·00	46·08
81·01	12·66		26·87		24·15	8·51	182·89	3·36	10·80	2·88	2·64	0·96	20·64	66·72	46·56	62·64
162·54	26·89		53·96		50·21	17·64	374·34	3·36	10·08	2·88	2·88	0·96	20·16	55·32	50·21	53·07
105·08	15·69		42·28	14·53	16·93	4·83	232·41	3·60	13·20	6·24	1·92	0·48	25·44	42·24	203·76	35·20
112·09	22·62		44·66	18·16	16·55	13·29	263·90	3·84	14·16	6·48	1·68	1·44	27·60	56·40	338·40	71·04
217·17	38·31		86·94	32·69	33·48	18·12	496·31	3·75	13·76	6·44	1·80	0·98	26·73	49·47	258·32	63·30
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	58·80	Goods taken by passenger trains.	58·80
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	79·92		79·92
841·56	305·32		337·66	– –	642·72	475·96	3,305·70	7·44	12·24	3·60	6·72	5·04	35·04	69·76	– –	69·76
	101·23			92·45	43·07	– –	241·96	0·48	8·64	7·68	3·60	– –	20·40	30·72	Goods taken by passenger trains.	30·72
	83·05			82·53	46·51	5·93	218·37	– –	8·16	8·16	4·56	0·48	21·36	77·76		77·76
	184·78			177·09	92·56	7·39	466·45	0·20	8·24	7·89	4·12	0·33	20·78	57·88	– –	57·88
40·15	18·15		19·74	34·55	9·85	4·36	140·56	2·16	9·84	9·12	1·68	0·72	23·52	47·52	Goods taken by passenger trains.	47·52
39·16	21·67		60·36	– –	9·31	1·14	148·33	2·64	9·60	9·60	1·44	0·24	23·52	51·12		51·12
72·84	36·90		76·91	29·00	17·60	4·79	266·27	2·57	9·98	9·64	1·59	0·44	24·22	49·62	– –	49·62
150·44	17·58			67·74	23·58	8·82	304·84	3·84	18·24	7·20	2·64	0·96	32·88	79·20	92·88	83·04
147·75	25·44			81·43	21·47	12·53	328·14	4·08	17·76	8·40	2·16	1·20	33·60	91·20	89·04	90·48
297·73	42·97			148·97	44·99	21·36	632·12	4·02	17·99	7·89	2·38	1·12	33·38	83·82	90·86	87·03
– –	– –	– –		123·45	31·95	– –	158·05	0·24	– –	20·40	5·28	– –	25·92	37·68	69·60	45·12
– –	– –	– –		110·62	18·23	– –	129·64	0·24	– –	18·00	2·88	– –	21·12	44·40	71·76	50·88
– –	– –	– –		234·07	50·18	– –	287·69	0·28	– –	19·13	4·10	– –	23·51	41·11	70·77	48·19
– –	– –	– –		68·25	12·77	2·85	83·87	– –	– –	23·76	4·56	0·96	29·28	52·56	Goods taken by passenger trains.	52·56
– –	– –	– –		62·66	16·60	7·24	86·50	– –	– –	18·72	4·80	2·16	25·68	50·16	94·84	68·88
– –	– –	– –		130·91	29·37	10·09	170·37	– –	– –	21·38	3·17	3·27	27·82	– –	– –	61·43
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	21·12	54·72	29·28
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	24·24	45·84	30·00
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	22·91	49·79	29·70
72·26	11·17			70·08	23·52	1·47	191·75	1·92	12·48	10·32	3·36	0·24	28·32	22·80	67·20	34·80
68·26	7·32			59·44	13·99	1·92	158·84	2·64	9·36	8·64	1·92	0·48	23·04	30·24	81·12	44·16
130·52	18·49			129·52	37·51	3·39	350·59	2·29	10·96	9·52	2·75	0·24	25·76	26·57	74·35	39·68
	68·51			27·28	89·05	6·88	218·99	3·36	8·64	3·36	11·04	0·72	27·12	61·20	73·68	65·04
	65·69			30·99	29·34	5·60	157·51	3·36	8·16	4·08	3·84	0·72	20·16	71·28	76·56	72·96
	127·21			55·72	110·08	11·85	356·09	3·39	8·41	3·69	7·28	0·78	23·55	66·49	75·22	69·24
52·28	–	–		117·72	24·86	3·14	200·28	0·24	4·08	9·36	1·92	0·48	16·08	15·60	137·04	30·24
14·85	–	–		139·14	171·72	– –	366·85	4·32	1·44	14·88	18·24	– –	38·88	30·72	76·56	37·20
67·13	–	–		256·86	196·58	3·14	567·13	2·60	3·08	11·80	9·02	0·14	26·04	22·22	104·65	33·31
2·98	0·35	–		38·24	24·74	– –	67·19	– –	0·24	2·16	1·44	– –	3·84	13·44	Goods taken by passenger trains.	13·44
56·84	0·17	–		92·81	25·09	0·70	175·61	– –	3·12	5·28	1·44	– –	9·84	21·84		21·84
59·82	0·52	–		131·05	49·83	0·70	242·80	– –	1·75	3·79	1·49	– –	7·03	17·86	– –	17·86

Table No. 5, showing the Receipts and Expenditure of Railv

Name of Railway.	Half Year ended	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.		
			Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	To
		M.	£	£	£							
Ulster	June	35·6	478·76	402·58	881·34	65·73	26·29	92·02	94,364·41	1,809·77	898·32	2,70
	Dec.	35·6	570·70	442·78	1,013·48	66·62	26·46	93·08	109,123·51	1,832·16	904·07	2,73
Total		35·6	1 049·46	845·36	1,894·82	132·35	52·75	185·10	199,387·92	3,641·93	1,802·39	5,44
Waterford and Kilkenny	June	29·1	112·78	97·49	210·27	Mixed 41·51	Nil	41·51	16,135·32	Mixed 1,268·35	Nil	1,26
	Dec.	29·1	169·55	107·32	276·87	Mixed 35·18	- -	35·18	28,997·11	Mixed 1,087·07	- -	1,08
Total		29·1	282·33	204·81	487·14	76·69	- -	76·69	45,132·43	2,355·42	- -	2,35
Waterford and Limerick	June	77·1	151·27	126·71	277·98	18·41	4·52	22·93	24,519·44	1,129·33	327·75	1,45
	Dec.	77·1	209·55	155·63	365·18	23·08	6·36	29·44	32,676·64	1,261·46	415·99	1,67
Total		77·1	360·82	282·34	643·16	41·49	10·88	52·37	57,196·08	2,390·79	743·74	3,13
Waterford and Tramore	June	7·4	155·81	10·40	166·21	155·40	- -	155·40	43,997·16	2 497·56	- -	2,49
	Dec.	7·4	440·94	12·83	453·77	Mixed 213·78	- -	213·78	137,901·89	Mixed 3,206·75	- -	3,20
Total		7·4	596·75	23·23	619·98	369·18	- -	369·18	181,899·05	5,704·31	- -	5,70
Total		925·0	741·63	338·30	1,079·93	133·02	16·22	149·24	113 949·05 Exclusive of "Dublin and Kingstown."	3,204·00	883·15	4,0

Appendix No. 7.—Table No. 6. Proportion per Cent. of Expendi

England.	
Birkenhead, Lancashire, and Cheshire Junction	64·48
Blyth and Tyne	70·83
Bristol and Exeter	49·61
Chester and Holyhead	51·03
Cockermouth and Wokington	46·82
Eastern Counties	51·99
East Lancashire	51·52
Furness	52·20
Great Northern	52·88
Great Western	43·85
Ditto, Shrewsbury and Birmingham Section	70·21
Ditto, Shrewsbury and Chester Section	66·53
Hull and Holderness	58·57
Kendal and Windermere	42·40
Lancashire and Yorkshire	44·88
Lancaster and Carlisle	45·24
Llanelly	75·95
London and Blackwall	64·46
London and North Western	46·43
London and South Western	44·15
London, Brighton, and South Coast	
Manchester, Sheffield, and Lincolnshire	
Maryport and Carlisle	
Midland	
Monmouthshire	
Newcastle and Carlisle	
Newport, Abergavenny, and Hereford	
North and South Western Junction	
North Eastern	
North London	
North Staffordshire	
Oxford, Worcester, and Wolverhampton	
Preston and Longridge	
St. Helens	
Shropshire Union	
South Devon	
South Eastern	
South Wales	
South Yorkshire	
Stockton and Darlington	
Taff Vale	
Vale of Neath	

APPENDIX No. 7.—Table No. 7. SUMMARY.

		Maintenance of Way.	Locomotive, including Rolling Stock.	Traffic Charges.	Miscellaneous, including Policemen, Watchmen, Compensation, &c.	Rates and Government Duty.	Total.	Receipt.	Propo per C of Expen to Rec
		£	£	£	£	£	£	£	
England	Actual Expenditure	1,276,148	3,360,541	2,356,689	1,187,202	665,344	8,845,924	18,211,094	48
	Per-Cent. Proportion	14·43	37·99	26·64	13·42	7·52	100·		
Scotland	Actual Expenditure	151,907	421,221	262,047	165,869	44,735	1,045,719	2,122,026	49
	Per-Cent. Proportion	14·53	40·28	25·06	15·85	4·28	100·		
Ireland	Actual Expenditure	52,773	175,858	105,152	57,529	*16,754	408,066	998,941	41
	Per-Cent. Proportion	12·94	43·09	25·77	14·09	4·11	100·		
Total	Actual Expenditure	1,480,828	3,957,620	2,723,888	1,410,540	726,833	10,299,709	21,332,061	48
	Per-Cent. Proportion	14·37	38·43	26·45	13·69	7·06	100·		

* Note.—The receipts from passengers in Ireland are not subject to Government Duty.

reduced to a Mileage Rate, &c.—IRELAND.—*continued.*

Expenditure per Mile of Railway open for										Exper diture per Train Mile.						Receipts per Train Mile.		
Locomotive.			Traffic Charges.		Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous (including Watchmen, Policemen, Compensation, &c.)	Rates.	Total.	Passengers, Parcels, &c.	Goods.	Total.
and Working.	Carriages.	Waggons.	Coaching.	Merchandise.														
£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
3·63	7·77		63·75		48·06	30·82	236·85	1·92	6·24	5·76	4·08	2·88	20·88	73·36	107·52	78·00
·97	7·30		113·12		65·29	32·50	373·01	4·80	9·12	10·08	5·76	2·88	32·64	74·64	117·36	88·80
·60	15·07		176·87		113·35	63·32	609·86	3·51	7·78	7·90	4·99	2·79	26·97	69·15	112·55	83·53
·96	8·69		49·42		6·85	1·16	191·96	8·40	16·80	9·36	1·44	0·24	36·24	39·60	Goods taken by passenger trains.	39·60
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	60·72		60·72
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	49·55	– –	49·55
1·93	9·38		55·88		35·69	0·44	195·18	3·60	13·20	9·12	5·76	0·24	31·92	31·92	92·64	45·60
7·74	12·47		50·93		21·65	2·84	190·31	4·80	11·52	7·20	3·12	0·48	27·12	39·84	89·76	52·08
9·67	21·85		106·81		57·34	3·28	385·49	4·33	12·36	8·18	4·39	0·25	29·51	36·22	91·11	49·24
6·89	1·48		41·35		9·05	– –	159·45	3·12	7·44	3·84	0·72	– –	15·12	14·88	Goods taken by passenger trains.	14·88
9·46	– –	–	20·00		69·86	– –	245·13	1·92	9·60	1·44	5·28	– –	18·24	32·16		32·16
6·35	1·48		61·35		78·91	– –	404·58	2·37	8·74	2·58	3·33	– –	17·02	25·64	– –	25·64
	201·46		120·59		66·66	19·44	468·00	3·42	11·52	6·90	3·82	1·11	26·77	55·55	91·93	63·41
re of "Londonderry and Coleraine" and "Waterford and Kilkenny."								Exclusive of "Londonderry and Coleraine" and "Waterford and Kilkenny."										

EIPTS on the several RAILWAYS.

n and Stockport	87·86
wall	63·35
en and Furness Junction	69·50
en Junction	62·59

SCOTLAND.

and Scottish Midland Junction	51·37
	45·69
n and Dumbartonshire	54·50
	47·05
d Arbroath	57·75
Perth, and Aberdeen Junction	54·46
and Glasgow	55·36
, Perth, and Dundee	46·09
nd South Western	42·96
th of Scotland	37·64
	39·23
re	65·12
tish	66·86
w's	62·69
entral	40·17

IRELAND.

Belfast and Ballymena	41·04
Belfast and County Down	41·61
Cork and Bandon	58·88
Cork, Blackrock, and Passage	66·40
Dublin and Belfast Junction	37·98
Dublin and Drogheda	42·22
Dublin and Kingstown	50·23
Dublin and Wicklow	35·89
Dundalk and Enniskillen	48·31
Great Southern and Western	38·35
Irish South Eastern	48·04
Killarney Junction	45·28
Londonderry and Enniskillen	64·91
Midland Great Western	34·01
Newry and Enniskillen	78·47
Newry, Warrenpoint, and Rostrevor	39·36
Ulster	38·28
Waterford and Limerick	59·95
Waterford and Tramore	66·38

o. 8, showing the average Re- per Passenger of each Class.

First Class.	Second Class.	Third Class and Parliamentary.	Total (exclusive of Season Ticket-holders, &c.)
d.	*d.*	*d.*	*d.*
ENGLAND.			
54·96	22·32	12·48	21·36
51·36	20·40	12·48	20·40
47·28	20·88	12·48	19·92
44·88	20·16	12·00	19·20
SCOTLAND.			
42·96	22·08	10·80	15·60
39·12	21·60	10·08	14·88
36·72	21·36	10·08	14·88
32·64	20·88	10·56	14·88
IRELAND.			
36·48	16·56	12·24	16·56
38·64	17·04	13·44	17·76
31·20	16·56	14·64	17·76
35·28	18·00	14·88	18·72
EAT BRITAIN AND IRELAND.			
35·88	21·84	12·24	20·40
40·68	20·16	12·00	19·68
45·12	20·64	12·24	19·44
42·36	20·16	12·07	18·72

TABLE No. 9, showing the average Fare per Mile of Passengers of each Class.

Year.	First Class.	Second Class.	Third Class and Parliamentary.	Total (exclusive of Season Ticket-holders, &c.)	
	d.	*d.*	*d.*	*d.*	
ENGLAND.					
1852	2·11	1·43	·87	1·34	Exclusive of the "Ambergate," "Bodmin and Wadebridge," "London and Blackwall," "London and Greenwich," "Newmarket," "North London," "South Wales," and "South Yorkshire" railways.
1853	2·13	1·44	·86	1·32	Ditto ditto.
1854	2·10	1·42	·85	1·29	Ditto and "London, Tilbury, and Southend" railway.
1855	2·09	1·43	·86	1·28	Ditto ditto.
SCOTLAND.					
1852	1·97	1·51	·77	1·07	Exclusive of the "Caledonian and Dumbartonshire," "Edinburgh and Glasgow," and "Glasgow and South Western" railways.
1853	2·19	1·74	·84	1·18	Exclusive of the "Glasgow and South Western" railway.
1854	1·93	1·53	·78	1·06	Ditto.
1855	1·51	1·43	·73	·96	Exclusive of the "Drumpeller," "Glasgow and South Western," and "Monkland" railways.
IRELAND.					
1852	1·72	1·31	·82	1·12	Exclusive of the "Dublin and Kingstown" railway.
1853	1·74	1·29	·82	1·13	Ditto.
1854	1·71	1·29	·89	1·16	Exclusive of ditto and "Newry and Enniskillen."
1855	1·71	1·39	·89	1·19	Exclusive of the "Dublin and Kingstown" railway.
GREAT BRITAIN AND IRELAND.					
1852	2·15	1·42	·86	1·30	Exclusive as above.
1853	2·11	1·44	·86	1·29	Ditto.
1854	2·05	1·42	·86	1·26	Ditto.
1855	2·01	1·43	·85	1·25	Ditto.

No. 10.—Proposed Form of Railway Accounts collated from the Half-yearly Statements of Railway Companies.

APPENDIX No. 7.

I.—Statement of the Powers conferred by the Legislature on the _____ Railway Company, or on other Companies, and now claimed by that Company, and of the Extent to which such Powers have been exercised to the _____ 18_____.

Special Acts of Parliament under which any Powers have been exercised or are claimed.			Powers to raise Capital.			Principal purposes for which the Capital is authorized.	Share Capital created.					Amount of Loans contracted.	Total received by Shares and Loans.	Length of Line authorized to be constructed	Length of Line completed.	Length of Line in progress.	Length of Line not commenced.	Subscriptions to other Companies.			Remarks.
Year of passing.	Session and Chapter.	Short Title.	By Shares.	By Loans.	Total.		Number of Shares.	Value of each.	Total Value.	Privileges (if any) attached to Shares.	Amount received thereon.							Company.	Amount subscribed.	Description of Stock or Shares held at date of statement.	
						Balance of authorized Capital not raised.															

Power to lease other Works, to amalgamate with other Companies, or give Guarantees to other Companies.	If effected, Terms on which effected.	Remarks.

II.—Statement of the Receipts and Expenditure on Capital Account for the _____ Railway Company, for the Half Year ending _____ 18__

Receipts.

	Amount received on each class of Shares.	Total.
	£ s. d.	£ s. d.
On Stock or Shares fully paid up by last Account:*		
On Shares paid up since last Account or now in course of Payment:†		
By Loans outstanding on Mortgage Debentures or other Security:‡		
Other Sources:		
Interest on Arrears of Calls		
Proportion of Interest on Cash Balances, Investments, &c.		
Total		£

Number of Shares, or Amount of Stock.	Value of each Share.	Privileges attached to Shares or Stock.

Number of Shares.	Value of each Share.	Privileges attached to Shares.	Amount of each Call.	Date of each Call.	Amount received on each Call. By last Account.	Amount received on each Call. Since last Account.	Amount received on each Call. Total.
					£ s. d.	£ s. d.	£ s. d.

Rates of Interest per Cent.

	3	3½	3¾	3⅞	4	4¼	4½	4⅝	5	5¼	5½	5⅝	6	Total.
By last Account														
Paid off since last Account														
Since effected														
Present Debt														

	By last Account.	Since last Account.
	£ s. d.	£ s. d.
Interest on Arrears of Calls		
Proportion of Interest on Cash Balances, Investments, &c.		

Expenditure.

	On Lines or Works for which the Expenditure was closed previously to the last Account.	On Lines or Works for which Expenditure was not closed previously to last Account. By last Account.*	On Lines or Works for which Expenditure was not closed previously to last Account. Since last Account, as per separate Statement. See Abstract A.	On Lines or Works for which Expenditure was not closed previously to last Account. Total.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Expenses preliminary to Application to Parliament:					
Engineering					
Law					
Miscellaneous					
Total £					
Parliamentary Expenses					
Land and Compensation					
Earthworks					
Tunnels					
Bridges and Viaducts					
Permanent Way					
Occupation Works					
Stations					
Workshops					
Engineering Expenses					
Law Expenses					
Management					
Interest, as per Abstract B.					
Miscellaneous					
Total £					

	By last Account. No.	By last Account. Cost.	Since last Account. No.	Since last Account. Cost.	Total. No.	Total. Cost.
		£ s. d.		£ s. d.		£ s. d.
Carrying Stock:						
Engines						
Tenders						
Passenger Carriages						
Horse Boxes						
Luggage Vans						
Trucks						
Goods Waggons						
Cattle Trucks						
Coal and Coke Waggons						
Total £						
Purchase of Railways or other Works:						
Subscriptions to other Companies:						
Miscellaneous:						
						£
Balance unexpended						£

No. 10.—Proposed Form of Railway Accounts—*continued.*

III.—Statement of the Receipts and Expenditure on Revenue Account of the————————Railway Company for the Half Year ending————————.

Dr.	£	s.	d.	*Cr.*	£	s.	d.
To Maintenance of Way, Repair of Stations, &c. — As per Abstract (*a*)				By Traffic —			
To Locomotive Power — ditto (*b*)				Passengers			
To Coaching Traffic Expenses — ditto (*c*)				Parcels			
To Merchandise Traffic Expenses — ditto (*d*)				Horses, Carriages and Dogs			
To Repairs and Renewals of Carriages and Waggons: Carriages, Horse Boxes and Trucks, Waggons, &c. — ditto (*e*)				Mails			
				Merchandise			
				Minerals			
				Live Stock			
To Police and Gatekeepers — ditto (*f*)				By Interest on Cash Balances			
To Compensation for Accidents and Losses — ditto (*g*)				By Transfer Fees			
				By Rents of Lands and Buildings			
To Office Expenses and General Charges — ditto (*h*)				By Receipts under Agreements with other Companies; viz:—			
To Rates and Taxes							
To Passenger Duty							
To Insurance							
To Law Charges							
To Rent and Expenditure on Buildings, Lands, &c.							
To Reserve Fund							
To Interest on Loans							
To Tolls, guaranted Rents on Railways leased, &c.; viz.:							
To variable Payments under Agreements with other Companies:				By Dividends on Shares held in other Company, viz.:—			
Other Charges:							
On account of Canals				By other Sources:			
„ Docks				Receipts from Canals			
„ Steam Vessels				„ „ Steam Vessels			
Balance							
£				£			

Separate Abstracts for Revenue Accounts.

(*a*)

Maintenance of Way, Stations, &c.

	£	s.	d.
Salaries, Office, and General Expenses of Superintendent, Assistants, and Inspectors			
Wages of Men employed in repair of Road			
Materials, &c. used in repair of Road			
Repairs of Tunnels, Viaducts, Bridges, &c.			
Salaries, Office, and General Expenses of Engineers and Assistants			
Repairs of Stations, Buildings, Signals, &c.			
Repairs of Approach Roads			
£			

Miles	
Mileage, Double Line	
Single Line	
Total	

(*b*)

Locomotive Power.

	£	s.	d.
Coke and Coal for Engines			
Repairs of Coke Waggons			
Wages of Enginemen and Firemen			
Water			
Gas			
Coal, Firewood, and Candles			
Stationary Engines			
Wages of Mechanics, Labourers, &c., and Cost of Materials and Tools used in the Repair and Renewal of Engines and Tenders			
Wages of Engine Cleaner, Cokemen, and Out-door Labourers			
Oil, Tallow, Waste, &c.			
Lamp lighting, &c.			
Repairs of Buildings			
Repairs of Machinery and Tools			
Salaries, of Superintendents, Foremen, Clerks Storekeepers			
Office Expenses, including Stationery			
Allowances, Lodgings, Clothings, Refreshments, Travelling Expenses, and Premiums for good Conduct			
Sundry Charges			
Special Contingencies			
Deduct Amount received for working other Railways			
£			

(*c*)

Coaching Traffic Expenses.

	£	s.	d.
Salaries of Superintendents and Station Clerks			
Wages of Guards, Ticket Collectors, Porters, &c.			
Clothing			
Gas at Stations			
Delivery of Parcels			
Oil, Coach Grease, Fuel, Water, Stores, and Repairs			
Stationery and Tickets			
Sundry Charges			
Joint Station Expenses, if any			
£			

(*d*)

Merchandise Traffic Expenses.

	£	s.	d.
Salaries of Goods Managers, Clerks, &c.			
Wages and Clothing			
Gas, Water, Fuel, Oil, Grease, and other Stores			
Stationery and Printing			
Horse-keep, Saddlery, Repairs of Vans, Carts, Sheets, Ropes, Cranes, Petty Disbursements, &c.			
Collection and Delivery of Goods			
Sundry Charges			
Joint Station Expenses, if any			
£			

(*e*)

Repairs and Renewals of Carriages and Waggons.

Carriages.

	£	s.	d.
Wages			
Materials			
Salaries of Superintendents, Foremen, Clerks, &c.			
Sundry Charges			
Less Amount received from other Companies for Use of Carriages			
£			

Waggons.

	£	s.	d.
Wages			
Materials			
Salaries, &c.			
Sundry Charges			
Less Amount received form other Companies for Use of Waggons			
£			

(*f*)

Police Expenses.

	£	s.	d.
Wages and Gratuities to Police, Pointsmen, and Gatekeepers			
Clothing			
Signal Flags, Oil Lamps, &c.			
£			

(*g*)

Compensation for Accidents and Losses.

	£	s.	d.
Coach Traffic — Accidents			
Merchandise — Losses			
£			

(*h*)

General Charges.

Direction.

	£	s.	d.	£	s.	d.
Office Expenses, viz.:—						
Establishment of Secretary, including Transfer and Cashier Department						
Do. Audit and Accountant						
Do. General Manager and Superintendent of Traffic						
Postages, Stationery, and Printing						
Stamps for Mortgage Deeds						
Clearing House Expenses						
Expenses of Audit						
Advertising						
Travelling Expenses						
Sundries						
£						

No. 10.—Proposed Form of Railway Accounts—*continued.*

ABSTRACT A.

SEPARATE STATEMENT of EXPENDITURE on CAPITAL ACCOUNT on LINES or WORKS since last Account.

———	Construction of New Lines and Branches.		Miscellaneous New Works.							TOTAL.
	Portion of Line between——— and ———: ——Miles double Line. ——Miles single Line.	Branch to ———: ——Miles double Line. ——Miles single Line.	Widening of Railway for an additional Line of Rails between ——— and ———: ——Miles in Length.	Extra Siding Accommodation at ———.	Enlargement of Station at ———.	New Warehouses at ———.	New Station at ———.	Extension of General Offices at ———.	&c. ——— &c.	
Expenses preliminary to Application to Parliament:										
Engineering										
Law										
Miscellaneous										
Total										
Parliamentary Expenses										
Land and Compensation										
Earthworks										
Tunnels										
Bridges and Viaducts										
Permanent Way:										
Rails, Chairs, &c.										
Sleepers										
Ballasting										
Other Charges										
Occupation Works										
Stations										
Workshops										
Depots and Warehouses										
Engineering Expenses										
Law Expenses										
Interest										
Miscellaneous										
Total										

ABSTRACT B.

STATEMENT of INTEREST.

———	Rate of Interest.													Amount of Interest.	
	3	3½	3¾	3⅞	4	4¼	4½	4¾	5	5¼	5½	5¾	6	£	£
Chargeable to Capital —															
By Calls															
By Loans															
Chargeable to Revenue:—															
By Loans															

IV.—STORE ACCOUNT.

PRINCIPAL DIVISIONS AND CLASSES OF STORES.	Cost of Stores per last Account.	Purchased since last Account.	Total.	Amount charged to various Services for Stores issued since last Account.	Present Cost of Stores as per Ledger.	Actual present value of Stores as per Stock taken.	REMARKS.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GENERAL STORES:							
ENGINEER'S DEPARTMENT:							
Rails, Chairs, &c.							
Sleepers							
Tools and Implements							
LOCOMOTIVE ESTABLISHMENTS:							
Coke							
Work in progress and machinery							
CARRIAGE DEPARTMENT:							
Work in progress for new Carriages							
GOODS DEPARTMENT:							
Works in progress for new Waggons							

No. 10.—Proposed Form of Railway Accounts—*continued.*

V.—Statement of Working Stock, certified by Locomotive Engineer or Superintendent.

—	Locomotive.		Coaching.						Merchandise.							
	Engines.		Passenger Carriages.													
	Passengers.	Goods.	1st Class.	2nd Class.	3rd Class.	Horse Boxes.	Luggage Vans.	Trucks.	Goods Waggons.	Cattle Trucks.	Coal and Coke Waggons.	Mineral Waggons.	Vans.			Total.
Number in good working Order -																
Number requiring Repair - -																
Total - - - -																
Total on last account																
Difference { Increase / Decrease }																
Total No. repaired during the Half Year - - - - -																
Mileage run during Six Months from which Receipts have been derived - - - -																

Mileage Charge for Working Stock from 1855, or in the Case of new Lines from the Commencemnnt of opening the Railway.

—	Charged to Capital.	Total Mileage worked.	Average per Mile.
Year ending 185 -			
„ „ 185 -			
„ „ 185 -			
„ „ 185 -			
„ „ 185 -			

Amount expended for new Vehicles to supply these worn out or inefficient - - - £ _____

(*State the number*) charged to Revenue £ _____

VI.—Reserve Fund (if any) on the _____ day of _____ 18____.

	£	s.	d.
Balance remaining to the Credit of the Fund on the _____ - - - -			
Carried to the Credit from the Revenue Account in the Half Year ending _____ 18_____; viz.:			
For _____			
„ _____			
	£		
Amounts charged to the Revenue in the Half Year; viz.:			
For Renewal, &c. - - - - - - - - - - - - - - - -			
Amount charged, &c. - - - - - - - - - - - - - - - -			
Balance remaining to the Credit on the _____ 18_____ - £			

VII.—Comparative Statement of Traffic.

—	185 .		185 .	
	To 30th June.	To 31st Dec.	To 30th June.	To 31st Dec.
Miles open charged with Maintenance - - - - - -				
Train Miles:				
Passenger Trains - - - - - - - - -				
Goods and Live Stock ditto - - - - - - - -				
Minerals ditto - - - - - - - - - -				
Total - - - - - - - -				
Receipts:				
Passenger Trains:				
Per Mile - - - - - - - - - -				
Per Train Mile - - - - - - - - -				
Goods and Live Stock:				
Per Mile - - - - - - - - - -				
Per Train Mile - - - - - - - - -				
Minerals:				
Per Mile - - - - - - - - - -				
Per Train Mile - - - - - - - - -				
Expenditure:				
Per Mile - - - - - - - - - -				
Per Train Mile - - - - - - - - -				
Per Cent. on Receipts - - - - - - - - -				

No. 10.—Proposed Form of Railway Accounts—*continued.*

VIII.—BALANCE SHEET of the_____RAILWAY COMPANY, made up to_____18_____.

Dr.		£ s. d.	£ s. d.			£ s. d.	£ s. d.	*Cr.*
CAPITAL - -	Balance as per Statement, No. II. -			STORES - -	Stock of Stores, as per Statement IV. -			
LIABILITIES for Debts owing by the Company.	For Acceptances -			DEBTS owing to the Company.	Debts for Bills receivable - -			
	For Debts to Tradesmen for Supplies of Stores, &c. - -				Debts with other Security - -			
	For Debts to other Persons - -				Debts without Security			
	For Interest on Debentures - -			GOVERNMENT or other STOCKS or EXCHEQUER BILLS - -				
	Unclaimed Dividends				- - - -			
RESERVE FUND - REVENUE ACCOUNT	- - - -			CASH - -	Money at Interest with Bankers or other parties - -			
	For disposable Balance, as per Statement III. - -				Ditto for which no Interest is payable -			
	£				£			

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty,
For Her Majesty's Stationery Office.

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REPORTS

OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of July and August,

1855.

(*In continuation of previous Reports.*)

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

0.4.

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RAILWAY ACCIDENTS.

ABERDEEN RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 30, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from their inspecting officer of his inquiry into the circumstances attending the accident that occurred, on the 27th July, at the Cove Station of the Aberdeen Railway.

Aberdeen Railway.

Collision at the Cove Station.

My Lords trust that the observations of Colonel Wynne upon the want of care exhibited in the arrangements for running the excursion train to which the accident occurred, will receive the careful consideration of the Directors.

My Lords direct me to express their regret at perceiving from this report that the discipline of the servants of the Company has been so lax as to have admitted of the lighting of the signals at some of the stations being discontinued without the authority of the manager of the line.

My Lords direct me further to remark, that this accident would appear to have been one which would not have occurred had the railway been worked by the electric telegraph, in the manner pointed out in the circular letter from this department, dated the 12th August 1854, viz., that the railway should be divided into portions, and so worked that no train should be allowed to enter upon one portion until the preceding train had passed off that portion; and inasmuch as the Company, in their reply to that circular, observed that the subject was under the consideration of the Directors, who, it was stated, concurred in the desirability of working their line to some extent in the manner therein pointed out, my Lords request that they may be informed what was the result of the deliberations of the Directors upon this subject.

I have, &c.

The Secretary of the Aberdeen Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 22, 1855.

SIR,

I HAVE the honour to report to you, for the information of the Lords of the Committee of Privy Council for Trade, the following particulars of an accident that occurred, on the 27th July, at the Cove Station of the Aberdeen Railway.

An excursion train to take passengers to view the Montrose regatta was advertised to run on the 27th July. The excursionists from stations north of Montrose were to be taken there by the regular train leaving Aberdeen at 8 a.m. and were to be brought back by a special train, advertised to leave Montrose at 8.20 p.m., 13 minutes in advance of the regular down train. There are ten intermediate stations between Montrose and Aberdeen, and the special time table issued for the excursion train, noted it to stop at the first six stations and to run past the four last, which is the exact course of the regular train. As the excursion train consisted of 24 carriages and carried between 500 and 600 passengers (the majority of whom it may fairly be conjectured would be both unruly and riotous), it cannot but be considered to have been a very hazardous arrangement to time it to run with an interval of but 13 minutes in advance of the regular train. The excursion train, however, did not leave Montrose till 8.45, and the station master there notified to the guard that the regular train had not then reached Forfar, the first station on the Aberdeen Railway; it subsequently proved to have been one hour and 12 minutes late in arriving. Before the excursion train started, the manager of the line, who was on the platform at the time, gave orders that the train should stop at the four last

Aberdeen Railway. Collision at the Cove Station.

stations on the line, although time tables had been issued to the station masters of those stations notifying that the excursion train would not stop at them.

These orders having been given and communicated to the driver, the excursion train proceeded on its way and reached Cove, the last station but the terminal one, on the line at 11.25; the train had hardly arrived five minutes, and the tickets were in process of collection, when it was run into by the regular train. Owing to a rapid curve in the line, the station cannot be seen when approaching it from the south at a greater distance than 300 yards, and the distant signal which should have protected it, was neither lighted or turned on, though the station signal showed a red light.

The driver of the regular train stated that he had not observed the distant signal lighted the whole of the month of July; that on approaching it he slowed his train until he could see the arm of the signal, which might be about 40 or 50 yards off, and as that denoted all right he went on; as soon as he had turned the curve, and saw the red lights of the train, he did all he could to stop, but ineffectually, and a collision was the consequence. When the collision occurred the station master was at home and in bed, and the manager of the line considers he was to blame for not being about and on the spot. When, however, I state that there are but two men employed at the station, viz., the station master and a porter, and that the duties require one man to be up all night, and that the special time table notified the excursion train as not stopping at Cove, I think he must be acquitted of blame for being found in bed at that hour, his mate being at his post; considerable blame, no doubt, attaches to the porter for neglecting to light the distant signal lamp, or to raise the signal arm to denote danger.

But whilst blame attaches to the servant, it must not be overlooked, that had a careful and well considered management been exercised, the accident could not have happened. No person accustomed to the arrangement of excursion trains, and having a due regard to the public safety, could have thought of timing a train of this description to start but 13 minutes in advance of an ordinary train; neither could a time table so much at variance with the probable performance of the train have been issued; the time allowed in it for making the journey from Montrose to Aberdeen was one hour 50 minutes; taking the rate at which the train actually travelled, the time occupied would have been upwards of three hours, and the consequence of this miscalculation was, that although the ordinary train was one hour and 12 minutes late, yet it overtook the excursion train; the lost time of the excursion train was, no doubt, to some extent due to the alteration made in the time table at the last moment, causing it to stop at stations not originally intended, a most dangerous proceeding. Another point to which I would draw attention, as indicating a defective superintendence, is, that not only the distant signal lamp at Cove was not lighted during the month of July, but that the same neglect occurred during the month at many other stations on the line, without the knowledge or concurrence of the manager. Some explanation might have been offered on the subject had I been able to question either the station master or porter of the Cove Station, but both of them had been summoned to attend the sheriff, and I was unable to see them.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col., Royal Engineers.

Aberdeen Railway Company,
Secretary's Office, Aberdeen, September 6, 1855.

Sir,

I received your communication of date the 30th ultimo, transmitting copy of Colonel Wynne's report on the causes which led to the accident at Cove Station on 27th July last, and I am to state that the report, together with your letter, will be submitted to the Directors of this Company at their first meeting.

I have, &c.

Captain Galton, R.E.,
Board of Trade, Whitehall.

George Reith.

ABERDEEN RAILWAY.

Railway Department, Board of Trade,
Whitehall, September 11, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended an accident that occurred on the 31st ultimo, to a mixed goods and passenger train at the Aberdeen station.

Aberdeen Railway.

Accident to a train at the Aberdeen Station.

My Lords trust that the remarks of the inspecting officer will receive the careful consideration of the Joint Committee appointed by both Companies for managing the traffic at the above station.

I am, &c.

The Secretary to the
Joint Committee of the
Aberdeen, and Scottish Midland Junction
Railway Companies.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Whitehall, September 7, 1855.

Sir,

In compliance with the instructions contained in your letter of the 3rd instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred at Aberdeen on the 31st ultimo.

There being no regular passenger train from Stonehaven to Aberdeen between the hours of 5.6 and 9.45 p.m., the Aberdeen Railway Company attach daily a few passenger carriages to the goods train which passes Stonehaven from Perth at 7.45. On arriving within 400 yards of the Aberdeen station this train is invariably brought to a dead stand, the engine is uncoupled from the goods waggons, and the latter from the carriages, and the goods waggons are run down to the goods yard through a pair of facing points, whilst the engine conducts the carriages into the station.

The points are situated on a falling gradient of 1 in 100, which is succeeded by a level piece of road running into the station, and the waggons therefore descend by the force of their own gravity towards the goods yard, as would the carriages, either in that direction or towards the station, if not retarded by a sufficient amount of break power, or by some other means.

The guard who accompanies the goods train from Forfar takes charge also of the passenger carriages from Stonehaven: he rides in the goods van in front of the passenger carriages as far as the points leading to the Aberdeen goods yard, where a porter meets the train and takes the goods waggons from him; and he then gets on a break carriage, and accompanies the passenger carriages into the station.

The average number of passengers by this train is stated to be about 12; but, on the 31st ultimo, there had been a picnic at Muchals, 12 miles from Aberdeen, and, accordingly, in addition to the carriages affixed, as usual, at Stonehaven, there were two first-class carriages attached at the former station, and the passengers amounted in number to 50.

When the train arrived at the points the porter met it as usual, and, having mounted the break-carriage, screwed on the break, whilst the guard uncoupled the waggons from the carriages, and the fireman, the engine from the waggons. When the engine was out of the way the waggons moved forward, and, as the break of the break-carriage did not act, the carriages followed them unperceived, until one of the latter had entered the points. As it was then too late to stop them, the carriages were allowed to follow the waggons into the goods yard, and the engine was brought round to their rear to pull them out again. For this purpose, a hook, attached by a few links to the front of the engine, was placed in the screw coupling of the last carriage, and the engine, after drawing the carriages to the main line, ran down with them towards the station, intended to act as a break when it might become necessary.

Aberdeen Railway.

Accident to a train at the Aberdeen Station.

It was found, however, on the way, that the hook of the engine had lost its hold of the carriage coupling, and there having been no means left of stopping the carriages, they ran through the station, and against the stationary buffers fixed at the further end of the platform, with sufficient violence to injure slightly 6 or 8 of the passengers.

The Company's inspector of carriages at Aberdeen had examined the break-carriage in the morning, and sent it down with another goods train to Stonehaven, under the impression that it was in perfect order; but, as he did not know that it would be used as a break-carriage in the evening he did not try the break. The guard of the train received it for the first time at Stonehaven; and, as he rode in his van to Aberdeen, he had no opportunity of testing it until he found it fail at the latter station.

The cause of this accident was evidently the failure of the break-carriage, which caused the passenger train to follow the goods train the wrong way down the incline, led to the employment of the engine in an unusual manner, and occasioned the catastrophe which followed. I understand, that, with a view to the prevention of such accidents for the future, orders have been issued, to the effect that the goods portion of this train is not to be moved until after it has been ascertained that the passenger carriages are firmly fixed on the incline. But I think, that as long as this train continues to be worked in the manner above described, it is desirable that there should be a guard in a break van or break carriage, at the rear of the passenger train, as well as a breaksman at the rear of the goods train, because, by this means, greater safety would be afforded, both on the road, and on the arrival of the train at its destination.

I have, &c.

The Secretary to the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Aberdeen and Scottish Midland Junction Railway Companies
(Joint Committee), Secretary's Office,
Aberdeen, September 13, 1855.

Sir,

I beg to acknowledge the receipt of your letter of date the 11th instant, transmitting copy of Captain Tyler's report of the circumstances which attended the accident at the Aberdeen Station on the 31st ultimo, and to say, that both your communication and the report shall be laid before the Joint Committee of Directors of the Aberdeen and Scottish Midland Companies.

I am, &c.

Captain Galton,
Railway Department, Board of Trade.

Geo. Reith, *Secretary.*

CALEDONIAN RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 8, 1855.

Sir,

Caledonian Railway.

Collision at the Burnbrae Siding.

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their Inspecting Officer, of his inquiry into the accident which occurred on the Caledonian Railway, at the Burnbrae Siding, on the 9th ultimo.

My Lords direct me to request you to call the attention of the Directors to the fact that, in order to allow another train to pass it, the mineral train was shunted from the main line upon which it was travelling on to the other main line, upon which an express train, approaching in the opposite direction, was nearly due. The practice of shunting a train from one line of rails to the other has been shown by numerous accidents to be fraught with danger, and my Lords trust that the Directors will take steps to provide adequate siding accommodation at all places where it is intended that trains should be shunted to allow other trains to pass.

My Lords had occasion, in a previous instance, to observe upon the practice pursued on the Caledonian Railway, of running their mineral trains at irregular

times, and, to some extent, independently of the officers at the stations; and they regret to observe, from their Inspecting Officer's report upon this accident, that the system does not appear to have been modified.

My Lords trust that the Directors will take the steps recommended by their Inspecting Officer for improving the signals at Burnbrae.

I am, &c.

The Secretary to the Caledonain Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade, Whitehall, July 31, 1855.

Sir,

In compliance with the instructions contained in your letter of the 14th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 9th instant, near the Harburn Station of the Caledonian Railway.

About 14 miles to the west of Edinburgh, and a mile and a half to the east of Harburn, or Westcalder Station, there is a siding for limestone to the north of the Caledonian Railway, called the Burnbrae Siding. It is protected towards Harburn by a wire signal, 820 yards from its junction with the main line, which can be seen by the driver of an approaching engine for 346 yards; and the line falls, for some distance on each side of it, on a gradient of 1 in 100 towards Edinburgh.

On the 9th instant, a mineral train was shunting at this siding when the express train from Glasgow and the south approached, and the latter could not be stopped in time to avoid a collision. Twelve of the passengers by the express were injured, but, fortunately, none of them very seriously so.

There are three mineral trains running daily each way between Edinburgh and Carstairs, which are not included in the time-bills, and the drivers of which are obliged to work their way between the regular trains as they best can. It is stated to be very difficult to obtain more regularity with such trains, on account of the uncertainty of the arrival of the coal from the pits. The coal is taken from Carstairs, where the driver waits to make up his load, to Edinburgh; whilst limestone and empty waggons, principally, are conveyed in the opposite direction.

The mineral train which was the cause of the present accident was one of these irregular trains. It was composed of an engine and tender, six loaded and thirteen empty waggons, and a van. It had left Carstairs at 6 o'clock on that morning, and Edinburgh, on its return journey, at half-past 10. It stopped, for want of steam, for five minutes, a mile to the east of Burnbrae, and stopped again, from the same cause, at 300 or 400 yards from Burnbrae. One of the breaksmen then went back, and, having stopped the 11 A.M. passenger train from Edinburgh, requested its assistance. This was given, and the Edinburgh passenger train, having pushed the mineral train as far as the Burnbrae Siding, the latter was shunted to the other line of rails, to enable the former to pass it.

The pointsman now saw that the express was due for Edinburgh in nine minutes, and he directed the driver to cross again to his proper line, so as to get out of its way as soon as possible; but the driver, finding that he could not manage it, began to divide his train, and the pointsman agreed to put half of it into the siding, in order that he might be enabled to move off with the other half. They were in the midst of this operation when the express was seen approaching; the engine, with six loaded waggons attached to it, was engaged in drawing five waggons into the siding by means of a tail rope; there were four empty waggons standing a little way down the line; and four others, with the van, were still further off.

In this state of affairs, the tail rope was at once cast away, and the mineral driver ran his engine towards his waggons, to get them as far as he could out of the way of the express; but the breaks which had been put down to secure the van and waggons, prevented his moving them; and he only succeeded in damaging some of his own waggons, without moving them, when the express ran into him at the rate of 6 or 7 miles an hour, according to the evidence of

Caledonian Railway.

Collision at the Burnbrae Siding.

its own driver. The only material damage that appears to have been sustained by the engines or passenger carriages, was the breakage of the buffer planks of the two former.

Before shunting the mineral train to the wrong line, the siding pointsman had turned his wire signal to "danger," and he had sent a platelayer out in the direction of this signal, in order that, if any other train happened to arrive before the express, he might be ready to proceed still farther to the rear, to protect it from the express. The platelayer states, that he had proceeded some little distance beyond the wire signal when the express passed him.

The driver of the express train left Carstairs at 11.38, 3 minutes late, and found all clear up to Burnbrae. He passed the 11 A.M. passenger train from Edinburgh, about half a mile to the west of Harburn, and received no signal from the driver. The first notice he received of danger was from the wire signal, and he immediately whistled for the guards' breaks to be applied, and did his best to stop his train. The platelayer heard his whistles, and saw him reversing his engine, in obedience, as he thought, to *his* signal. There were two guards, and these men appear to have seen the danger signal themselves, and at once to have applied their breaks, one of which was attached to a van in the middle of the train, and the other, to a third-class carriage in the rear.

There were 10 carriages, 2 horse boxes, and a van, attached to the express train, and as the driver was travelling at great speed when he first sighted the danger signal, it is not to be wondered at that he was unable to stop his train, on a falling gradient of 1 in 100, within the distance of 1,166 yards which was afforded him. He is stated to be an old servant of the Company, and one of the steadiest men on the line.

As I have before remarked, the wire signal from Burnbrae towards Harburn, is 820 yards from the junction of the siding with the main line, and it is visible for 346 yards: it therefore affords 1,166 yards of warning from the point of junction. In approaching this signal, it is seen under a bridge which carries a road over the railway, and it has been, I understand, kept low, in order that it might the better be discovered under this bridge; but, on account of a curve in the line, the signal can only be seen at present 30 or 40 yards beyond the bridge, and I am of opinion, that, considering the steepness of the descending gradient, it would be better to make the signal post higher, by which means it would be rendered visible over the approach to the bridge for a considerable distance. A glimpse may even now be caught of it over the approach to the bridge, but not such a view as could be considered sufficient to warn the driver of a train approaching it at speed.

The engine attached to the mineral train was No. 153, a regular goods engine, built by the Company for their own use, and only 9 months at work. It had 16-inch cylinders, and 5 feet centre, and trailing wheels, which were coupled. There seems no doubt that it was in good order, but that the load (6 loaded and 13 empty waggons, and a van) was too much for it, on the almost continuous incline which occurs, for 14 miles, between Edinburgh and Burnbrae.

It is stated to be left entirely to the drivers of these trains to take such a load as they think they may be able to convey, and it would appear, therefore, that, in the present instance, the driver committed an error of judgment in attempting to do more than he was able to perform. It would, no doubt, be difficult in the case of so irregular a traffic, to lay down strict rules of any sort, and the waggons of the different owners vary considerably, both in weight and quality; but I think it only right to suggest, for the consideration of the Company, that it would be more prudent to limit the weight of the through mineral trains, which they consider it expedient to run thus irregularly, to such a number of tons in each direction as they may deem it safe to entrust, under all circumstances, to the engines employed.

I have already stated that the Burnbrae Siding is to the north of the main line. As there is no siding at this point to the south of the main line, Burnbrae is evidently not a proper place for shunting trains proceeding from Edinburgh to Carstairs, so as to allow other trains to pass, because, in so doing, the other main line of rails must be unavoidably occupied. If, therefore, Burnbrae is to be used for the purpose of shunting trains, a siding should be constructed to the south of the line, and, indeed, I may add, that the present siding should be lengthened.

Caledonian Railway.

Collision at the Burnbrae Siding.

Looking to all the circumstances of the case, it is evident that the present accident has been occasioned by the following causes :—

1. Putting too heavy a load behind the engine, No. 153, of the mineral train.
2. Shunting it for the convenience of a passenger train at a part of the line where the necessary arrangements for doing so safely did not exist.
3. The inefficiency of the wire signal from Burnbrae for stopping a train at high speed on the steep gradient that occurs at that part of the line.

And I recommend, for the consideration of the Company, the adoption of the following measures :—

1. That proper limits should be laid down for the loads of the mineral trains running between Edinburgh and Carstairs.
2. That if trains are to be shunted at Burnbrae, additional siding accommodation should be afforded on both sides of the line.
3. That the wire signal from Burnbrae should be raised.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Sir,

Caledonian Railway Company's Offices,
45, *Renfield Street, Glasgow, August* 10, 1855.

I have the honour to acknowledge the receipt of your letter of the 8th instant, with the enclosed report on the accident at Burnbrae Siding on 9th ultimo, which shall be submitted to the Directors at their next meeting.

I have, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade,
Whitehall.

Arch. Gibson.

EAST LANCASHIRE RAILWAY.

Railway Department, Board of Trade,
Sir, *Whitehall, August* 6, 1855.

East Lancashire Railway.

Accident to an acting guard while passing through tunnel near Bury.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report received by their Lordships from Captain Tyler, R.E., the officer appointed to inquire into the circumstances attending the accident that occurred on the 11th July, near the Bury Station of the East Lancashire Railway, and to call the attention of the Directors of the Company to the Inspecting Officer's remarks therein contained.

My Lords trust that the Directors will take steps without delay to remove the sources of danger pointed out by Captain Tyler, either by altering the construction of their carriages or increasing the height of the bridges at all the places mentioned in the report.

I am, &c.

The Secretary to the
East Lancashire Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Sir, *Whitehall, July* 31, 1855.

In compliance with the instructions contained in your letter of the 14th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 11th instant, near the Bury Station of the East Lancashire Railway.

Immediately to the north of the Bury Station there is a short tunnel, a portion of which, supporting a street, is constructed with a lower roof than the remainder.

As the 5.35 p.m. passenger train from Colne was coming into Bury at 10 minutes to 7 on the evening of the 11th instant, a porter of the name of Brookes was knocked off the outside of the last carriage by the lower portion of the roof of the tunnel, with which his head came in contact; and, according to the description of an eye-witness, was turned three times round in the air by the violence of the blow before coming to the ground. He was, of course, severely injured,

East Lancashire Railway.

Accident to an acting guard while passing through tunnel near Bury.

and fears were in the first instance entertained for his life; but I am happy to learn that he is progressing favorably, and is now considered likely to recover.

The train consisted of an engine, a tender, six carriages, and a van. The guard was riding in the van, which was the third vehicle from the engine, and the porter Brookes was acting as assistant guard, and was riding on the outside seat of the last carriage, for the purpose of attending to the break. In order to turn the break handle, it was necessary for him to stand on the footboard attached to the carriage, and it was in that position, while he was working the break, that he was seen to receive the blow which has so nearly cost him his life.

The height of the roof of the tunnel from the rails, at the place where Brookes was struck, is about 13 feet 6 inches, and though there is room for a man of his height to sit on the seat at the top of the carriage in safety, yet there is not sufficient headway for him to stand upright, and work the break from the footboard. I learn, further, that there are bridges over parts of the East Lancashire line which were until recently only 12 feet 11 inches from the rails, or 7 inches lower than the portion of the tunnel referred to, and which have now been altered to the same height as that portion; and it is evidently, therefore, unsafe to place the servants of the Company on the outside of the carriages in their present state.

The East Lancashire carriages are supplied with Mr. Newall's patent break, which can be worked from the top of any of the carriages, and by means of which blocks can be applied to the wheels of a number of carriages at one time, and by one man. I understand, that, in some cases, it is the practice on this line for an extra guard to ride on the top of a train to work one set of breaks, whilst the regular guard works the remainder from his van. I learn that it is not necessary for the future to have a man on the roof with the *ordinary* trains, but that, in the case of excursion trains, where there are sometimes three or four guards, they are generally put outside, because vans are not required for luggage with these trains, and because there are not enough vans for such extra purposes.

It has been proposed by the Company to whitewash a portion of the interior of the tunnel, in order to afford warning to the outside guards as they pass; but I am of opinion that this measure, by which the servants of the Company would continually be exposed to the risk of losing their lives, would be a most unsatisfactory one; and I consider, that, if the Company continue to place their guards on the roofs of the carriages, they should either increase the amount of headway under the tunnel and bridges, or else alter the carriages so employed, that these men may not longer be endangered in the performance of their duties.

I have, &c.

The Secretary to the Railway Department, Board of Trade.

H. W. Tyler, *Captain, Royal Engineers.*

East Lancashire Railway, Secretary's Department, Bury, Lancashire, August 7, 1855.

Sir,

I beg to acknowledge the receipt of your communication of the 6th instant, with copy report from Captain Tyler, R.E., which shall be submitted to the Directors at their next meeting.

I have, &c.

Captain Galton, R.E.
Railway Department, Board of Trade, Whitehall, London.

James Smithells, *Secretary.*

GREAT NORTHERN RAILWAY.

Railway Department, Board of Trade, Whitehall, August 27, 1855.

Sir,

Great Northern Railway.

Collision near Doncaster.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from Lieutenant-Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred near Doncaster, on the Great Northern Railway, on the 13th ultimo.

My Lords trust that the Directors will carefully consider Colonel Yolland's observations, and especially that part of his report which remarks upon the desirability of providing in all trains that there shall be a means of communication between the guard and the engine-driver, and that such communication should be of a nature to give notice both to the guard and to the engine-driver of any portion of the train having become detached.

I have, &c.

The Secretary to the Great Northern Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade,
1, Parliament Street, August 9, 1855.

Sir,

In obedience to the instructions contained in your letter of the 16th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred on the 13th July, near Doncaster, on the Great Northern Railway.

It appears that No. 4 up coal train left York for Doncaster at 3.20 a.m. or 20 minutes late. It consisted of 38 loaded coal and two empty goods waggons, and it is not timed to stop at any stations between York and Doncaster. On approaching Knottingley Station, the driver sounded the whistle, and both the distant and station signals were turned off from "danger" to allow the train to pass at 4.35 a.m. The statements of the driver and the inspector at Knottingley do not agree: the former says that he had not shut off the steam at this time, whilst the latter asserts that the steam was off, and that he expected the train to stop. The driver further says that the coal train proceeded without stopping until it reached Norton, 6½ miles south of Knottingley, where, in consequence of the big end of his engine getting hot, he pulled up to make it right, and the guard got down and went forward to ascertain from the driver the cause for his stopping, and to caution him that it was very near the time when the next up passenger train was due. The guard informed the Company, in his report, that this occurred at 4.45 a.m., only 10 minutes after the coal train passed Knottingley, assuming that his watch agreed with the time at that station: that he did not go back or place any fog signals on the line, because he felt sure that the mail train would not overtake the coal train.

After an actual stoppage of about two minutes at Norton, with an estimated total loss of time in pulling up, stopping, and starting again, of about 10 minutes, the train proceeded; and after passing Askern, 8½ miles south of Knottingley, the driver found his engine slip very much, from the state of the rails, and when he had reached Arksey, 12¾ miles from Knottingley, he found his train running light, and he suspected that a portion of the waggons had become unhooked, or had broke away, and therefore he pulled up gradually and stopped about a mile north of Doncaster, got down off his engine, and reconnected a portion of the train which had become uncoupled, and which was following the advanced part on a falling gradient. He then directed his fireman to go on slowly, and remained standing at the side of the line, to see if he had got the whole of the waggons and the break-van attached, but not seeing the latter he ran forward and got on his engine again, and proceeded to Doncaster, and reported the circumstance to the inspector at that station at about 5.30 a.m., as he was afraid the break-van would be run into by the No. 5 up train, due at Doncaster at 5.26 a.m.

The No. 5 up passenger train, consisting of six carriages and two break-vans, from York to London, left Knottingley for Doncaster at its proper time, 4.59 a.m., the driver having been told by the inspector that a coal-train had left 24 minutes before him. The morning is said to have been exceedingly foggy, and the driver states that, in consequence of the fog, he kept sounding the whistle at intervals after leaving Knottingley; and as the train passed Norton at its ordinary speed, which is about 32.7 miles, per hour, between Knottingley and Doncaster, a platelayer gave the driver an "all right" signal, and as it passed Arksey, a lad in the employ of the Company gave a caution signal by holding up one hand and waving it, whereupon the driver states that he immediately shut off his steam, applied his break, and sounded

Great Northern Railway.

Collision near Doncaster.

the guard's break whistle, but before the guard's break could be applied, and not more than half a minute after the lad gave the caution signal, the engine struck the break-van of the coal train at 5.23 a.m., and after the first shock the passenger train forced the break-van, and four coal waggons in front of it, some 15 or 20 yards forward, when the coal break-van was thrown down an embankment of about 15 feet in height, on the left side of the line, and was slowly followed by the engine of the passenger train, which finally rested on the frame of the break, the upper part of which was completely destroyed. The tender was also partly down the bank, and the leading wheels of the break-van of the passenger train were off the rails and on the right of the line. None of the couplings of the passenger train had broken, and the remaining carriages were all on the rails. One of the coal waggons was very much damaged and lying across the down-line. Another was destroyed and lying under the wheels of the front break of the passenger-train, and the two other coal-waggons remained on the line.

The guard of the coal train says the collision occurred at 5.18 a.m., that his train was travelling at the rate of 20 or 21 miles an hour, and that it was complete at the time the collision happened, and that he only saw the passenger train when it was about 30 yards from him, and that he instantly jumped out, and heard the crash before he reached the ground. It is supposed that some of the carriages passed over his feet, which were very much injured, and, in consequence, I did not see him, but make these statements from his report to the Company. Fortunately, no passengers were injured, but several were severely shook, and it is astonishing, considering the violence of the collision, that more of the Company's servants were not seriously hurt. The guard probably saved his life by jumping out of his van, and the fireman was slightly injured.

I do not think the guard's statement, that his coal train was entire at the time of the collision is correct, although it is corroborated by the statement of a labourer standing in a field near the place where the collision occurred; it is opposed to the evidence given by the driver and fireman of the coal train, and I made particular inquiry of these men, whether they had been sensible of having been run into by the passenger train; and also of the driver, fireman, and guard of the passenger train, if, after the collision, they had heard the beat of the coal train engine, and was answered in the negative in both instances. The results of the collision, also, all tend to prove that the coal train had become divided, otherwise, in my opinion, the consequences to the passenger train, of its running into a heavy coal train of 38 loaded waggons would have been much more disastrous; and it should be remarked, that only four coal waggons and the break-van were found at the spot.

With regard to the causes which led to this accident, I consider that—First, it was primarily due to the coal train starting 20 minutes late from York, and the reason assigned by the driver for doing so, viz., that he did not get his proper turn for shunting his train, to be altogether insufficient, though the blame may not rest on the driver; at the principal termini of long lines of railway, the appointed times of departure for all trains, should be kept with the greatest accuracy. Had this been done, the collision would not in all probability have taken place.

Second. The guard of the coal train, was, in my opinion, greatly to blame for having neglected to put down fog-signals on the rails, when the train stopped at Norton; the passenger train would thus have been sufficiently warned that something was wrong on the line.

This accident shows the necessity for establishing a communication between the driver and guard on all trains, by which both parties might be made aware that their train had separated into parts; although it is quite possible that the collision in this instance might not have been altogether prevented, still it is likely that the injury to the guard would have been avoided.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

W. Yolland,
Lieut.-Col., Royal Engineers.

GREAT NORTHERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, September 3, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by the officer appointed by their Lordships to inquire into the circumstances which attended the accident that occurred to an excursion train at the King's Cross Station on the 20th ultimo.

Great Northern Railway.

Accident to a train at King's Cross Station.

I am, &c.

The Secretary of the Great Northern Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

Railway Department, Board of Trade,
1, *Parliament Street, September* 1, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident which occurred to an excursion train at King's Cross Station of the Great Northern Railway on the 20th August.

It appears, that as an excursion train from Hitchin to London, consisting of 13 carriages, including one break van, was proceeding through the last tunnel, after leaving the ticket platform, distant about $1\frac{1}{4}$ miles from King's Cross Station, the driver thought his speed was too great in descending the incline of 1 in 105, and he directed the fireman to apply the tender break; but not finding the speed diminish as he expected, he whistled for the guard's break, which was immediately applied, and he also reversed his engine and set on the steam; but when he got to the foot of the incline, he threw the engine into forward gear, as he thought he had not sufficient speed to take him on to the station, and when he had got half way through the station, which is about 800 feet in length, he again reversed his engine, and set on the steam, and did all he could to stop, but did not succeed in bringing the train to a stand-still until the engine came in contact with the permanent buffers at the end of the station.

One of the passengers, a lad of 14 years of age, who was looking out of the window, had his upper front teeth knocked out, and several others received slight contusions and bruises, but no injury was done to the engines or carriages, and it is said the speed was not above three miles an hour when the engine struck the buffers.

The excursion train left Hitchin about 10h. 22m. A.M., containing about 400 passengers, and arrived at King's Cross at 11h. 20m. On examination, it was found that the bolt connecting the tender's break slide-rods with the lever had been recently broken, but the fireman stated that it was in good working order when they stopped at the ticket platform, and the driver said he thought he heard it break immediately after they left the ticket platform as they passed through the first tunnel.

With reference to the cause of the accident, I am of opinion that it was entirely due to the want of judgment displayed by the engine driver in throwing his engine into forward gear when not more than 300 yards from the station platform at King's Cross.

I have, &c.

Captain Galton, Royal Engineers, &c. &c. &c.

W. YOLLAND,
Lieut-Col., Royal Engineers.

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, September 11, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into

Lancashire and Yorkshire Railway.

Accident at the Bolton Station.

Lancashire and Yorkshire Railway.

Accident at the Bolton Station.

the circumstances which attended an accident that occurred to a passenger train at the Bolton Station of the Lancashire and Yorkshire Railway, on the 13th ultimo.

My Lords trust that Captain Tyler's recommendations, that the handles of all the points should be brought to the pointsman's box, and that arrangements should be made for them to be worked from one place, will receive the attention of the Directors.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the Lancashire and Yorkshire Railway Company.

Railway Department, Board of Trade, Whitehall, September 7, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 17th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 13th ultimo, near the Bolton Station of the Lancashire and Yorkshire Railway.

There is a pointsman's box about 150 yards to the west of the Bolton Station, where two men are employed to work 12 pairs of points and a pair of three-throw switches, besides attending to their telegraphic and other signals. This post is approached on a falling gradient of 1 in 450, and on a curve, from the west; but the line runs on a level into the station. Two pairs of the points above alluded to are facing points on the in-coming main line: one leads to some goods sidings, and the other to a goods line running through the station, independently of the passenger line.

The points for the latter are self acting, and are always set for the main passenger line, so that, when in proper order, they require to be worked by the pointsman, in order to turn anything to the main goods line.

On the 13th ultimo, a goods train arrived at Bolton at 2.22 P.M., and was turned by one of the pointsmen, named Morris, to the goods line. Two or three minutes afterwards a passenger train arrived, and, instead of passing to its own line, it followed the goods train through the points, and came into collision with it at the rate of 6 miles an hour.

The pointsman, Morris, states that when the goods train arrived, the van remained on the points; and that he went into his box to use his telegraph, leaving it in that position. He adds, that he saw the passenger train coming up soon afterwards, and observed that the points had "stuck," instead of falling back to their proper position; and that he then made an attempt to alter them, but could not get to the lever until the passenger engine had passed through them.

The pointsman further asserts that these points have stuck often before the accident, within the last eight months, but not within the last six months; that they have stuck with him three times since the accident; and that he has complained of their sticking, and called people to witness it on different occasions. His complaints, however, are not corroborated, nor were his witnesses satisfactory.

The superintendent of permanent way was in his office at Bolton when the collision occurred, and, upon being informed of it, he went at once to the spot. As it was represented to him by Morris that the points had stuck, he tried to make them stick again, both by passing a train over them in a similar manner, and by hand, but he could not succeed. The suspicions of the superintendent were aroused by his finding the lid of the box in which the lever works, off, and only resting against the edge of the box; and, in reply to his questions on this subject, Morris told him that he had kicked it with his foot in his hurry to get to the lever.

Morris denied to me that the lid was more than a little moved out of its place, and said that it might have been "a little askew" from his falling over it, or from the handle knocking it off. His colleague says that it was moved about 3 inches out of its place; and the goods superintendent, who was on the spot with the superintendent of permanent way five minutes after the accident, is confident that the end of the lid only rested on the edge of the box, though he

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is equally sure that the lid was in a position somewhat different from that indicated by the latter gentleman.

A platelayer, who was close to the spot when the accident happened, observed the lid *on*, and the lever right for the main line, before either of the superintendents reached the box; but from the manner in which he gave his evidence, I cannot place much reliance upon it.

The pointsman on duty with Morris never knew the points stick before the accident, except in winter, two or three times, from frost and snow. He had found them stick, however, two or three times, which afterwards decreased to twice, since the accident, though he could not tell why. He was pretty sure that they had not been "propped" for cleaning on that day, as they did not require cleaning on the back sides.

A third pointsman, who had been doing duty for four months at these points, had never heard of them sticking until after the accident, and had never found them stick before or afterwards.

Extract inclosed in letter of the 11th September, to the Lancashire & Yorkshire Railway Company.

From what I saw of the points, and from all the evidence that I have heard, I cannot help suspecting that Morris may have "propped" the points, either for the passage of the goods train, or for some other reason, and have forgotten to let them go before the approach of the passenger train; and that this may have been the cause of the accident; but I should not by any means be justified in assuming positively that such was the case. Morris had a short stick in his box, which appears to have been commonly used for propping the points whilst they were being cleaned; and, as the prop is inserted under the lid, the fact of the lid having been off after the accident affords, at least, a ground of suspicion that this had been done.

Whether Morris is to blame, however, or not, in this matter, there can be no doubt that, if the Lancashire and Yorkshire Company were to erect a suitable stage at this post, at which the handles of the points could be collected, instead of leaving the levers scattered about at different distances from the box, as they are at present, they would enable their pointsmen to perform their duties more easily to themselves, more satisfactorily to the Company, and more safely to the public.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain, Royal Engineers.*

Lancashire and Yorkshire Railway, Secretary's Office, Manchester, September 13, 1855.

Sir,

I beg to acknowledge the receipt of your communication of the 11th instant, enclosing an extract from Captain Tyler's report of his investigation as to the collision at the Bolton Station on the 13th August ultimo, and conveying a recommendation of the Right Honourable the Lords of the Committee of Privy Council for Trade, to the effect that arrangements be made for the handles of all the points to be brought to the pointsman's box at the Bolton Station.

I have submitted same to the directors of this company, who desire me to inform you that the recommendation shall receive their best consideration.

I am, &c.

To the Secretary of the Railway Department, Board of Trade.

Wm. S. Lann.

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade, Whitehall, Oct. 17, 1855.

Sir,

Collision near Littleborough Station.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of their inspecting officer upon the accident which occurred on the 19th August last, near the Littleborough Station, on the Lancashire and Yorkshire Railway, in consequence of a collision between a goods train and an excursion train.

My Lords direct me to observe that this accident would appear to have been mainly attributable to the very lax system under which the excursion trains are allowed to be run upon the Lancashire and Yorkshire Railway.

Lancashire and Yorkshire Railway.

Collision near Littleborough Station.

There can be no reason why the movements of the excursion trains should not be regulated by time tables, furnished to all the servants of the Company concerned, as accurate as those supplied for ordinary passenger trains, especially where (as was the case with the train in question) the intention to run the train was notified to this department two days before it was run.

My Lords have had occasion, in the cases of former accidents, to remark upon this subject, and also to draw the attention of the Directors to the great danger which is incurred by conveying excursion passengers in trains of unmanageable dimensions, and without adequate engine power.

As regards this latter point, my Lords are surprised to learn that it is the custom, on the Lancashire and Yorkshire Railway, for the engine-driver of an excursion train to request assistance from the drivers of goods trains in surmounting difficult parts of the line.

They direct me to point out that such practices appear to imply a want of organization in the locomotive department, which cannot fail to be detrimental to the safety of the public, as well as to the interests of the Company.

It is with great regret that my Lords learn that, notwithstanding the warning which former accidents have afforded, the Company continue to run their trains without a properly organized system, and I am to point out that a very heavy responsibility will rest upon the Directors, should further accidents occur from this cause.

My Lords direct me, in conclusion, to draw the attention of the Directors to the remarks of the inspecting officer upon the necessity of working the Summit Tunnel at all times by means of the electric telegraph, and they trust that his remarks upon this subject, as well as his other observations, will receive their careful consideration.

I am, &c.

DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

Railway Department, Board of Trade,
Whitehall, September 7, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 22d ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 19th August last, near the Littleborough Station of the Lancashire and Yorkshire Railway.

A mile and a quarter to the north-east of Littleborough, and between that station and Walsden, there is a tunnel of considerable length, called the Summit Tunnel. The approach to it from Littleborough is on a rising gradient of 1 in 330, and this gradient extends for two miles and three quarters towards Walsden. The mouth of the tunnel is guarded by a signalman, who is expected to be on duty, ordinarily, from 7.30 in the morning (the usual time for the first passenger train) till the last passenger train has gone by at night, which is generally about a quarter past 10 o'clock; and, whilst he is at his post, he allows no train to pass into the tunnel until he receives notice from the signalman at the other end, by means of his telegraph, that the previous train has left it. At night, a less satisfactory method has hitherto been adopted for the protection of trains in the tunnel, inasmuch as the night watchman at Littleborough has simply been directed to enforce an interval of 20 minutes between the starting of all trains in the direction of Walsden, and no tunnel signalman has been provided.

On the 18th ultimo, amongst other excursion trips upon the Lancashire and Yorkshire Railway, a special train was appointed to leave Sowerby Bridge for Blackpool at 5.30 a. m., and to return at 6.0 p. m.; and it was intended to carry 1,500 passengers in 37 carriages. 1,930 people were conveyed, however, in 55 carriages, on the day in question; and, in returning from Blackpool, about two and a half hours late, the excursion train was run into by a goods train, in the tunnel before alluded to, at a quarter before one o'clock on the following morning. One person was seriously, and seven others were slightly injured by the collision.

The excursion train left Blackpool, on its return, at 6.30 p. m., with two engines—the one a first-class goods, and the other a first-class passenger engine;—

procured a third engine at Preston to assist it up the Chorley Bank, and a fourth at Bolton for the Bury Bank; got rid of these engines again, the last at Heywood, and the third at Heywood Junction; and started from Littleborough for Walsden at 12.24 with its two original engines. It proceeded tolerably well up to the mouth of the tunnel; but it then began to slacken speed, for want of steam, and on account of the slippery state of the rails; and it came to a stand at a quarter of a mile within the entrance.

The hind guard states, that, knowing that a goods train was following him, he dropped off his van and ran back with his lamp and fog signals, as soon as it was safe for him to do so, for the purpose of stopping it; but that he was unable to proceed more than 100 yards before the goods train passed him, partly for want of time, and partly because of the difficulty of getting over the inequalities of the ground in the dark. It appears that this man put two fog signals on the rails, at distances, respectively, of 50 and 100 yards from the rear of his train, and that the latter was the first intimation received by the driver of the goods train of his danger.

As before stated, the excursion train left Littleborough at 12.24; and, according to the guard's own account, the collision took place 20 minutes afterwards. As the guard states, further, that his train went at the rate of 12 miles an hour to the tunnel, and had only slackened to seven miles an hour when he dropped off, it would seem that he might have managed to go further back for its protection than 100 yards, particularly as he was aware that the goods train was following him.

The interval would appear, however, to have been even greater than 20 minutes, because the night watchman at Littleborough and the driver of the goods train both assert that the goods train was not started until 25 minutes after the excursion train, by the station clock; and this is very likely to have been the truth, because they were both aware of the necessity, in this particular case, of strictly adhering to the regulations. At the same time, it must be admitted, that the tunnel was a most disagreeable, and even dangerous, place for the exercise of the guard's function in protecting the train, and that if proper protection had been afforded by means of a night watchman at the tunnel mouth, the safety of the train would not thus have depended upon the exertions of the guard.

The two trains were at Rochdale, as well as at Littleborough, at the same time; at the former place about half-past 11 o'clock, and at the latter station soon after 12; and at both these places the driver of the excursion train sent to ask the driver of the goods train to hook on behind and help him. They could not, however, come to an agreement as to how this should be done, though it is a mode of working commonly practised on the Lancaster and Yorkshire Railway; the goods driver would not push behind, but wanted to take his train in front; whilst the passenger driver did not like the idea of being pulled, or of letting the other train have the opportunity of being afterwards before him. They therefore started separately from these two stations.

The tunnel signalman states that it is his habit to go to bed every night directly after the passenger train, due at 10.13, has passed his post, and that he should have done so on the evening in question, if it had not been his night for shaving; but that for this reason he had not retired to rest when the excursion train went by. His hut being situated near the mouth of the tunnel, he heard it pass, but thought that it was only an ordinary goods train. He had seen the excursion train on its way to Blackpool in the morning, and a printed list had been handed to him by a platelayer, at half-past 12 on that day, after the train had passed, in which the hours of its starting from Sowerby Bridge and Blackpool were mentioned; but he had altogether overlooked this train in the list, and only observed that another excursion train, which had also passed him on that morning, was not timed to return till the following day.

He says that this was only the third printed list which he had received; that, previously, he had been furnished with a written order, when he was required, on account of extra trains, to remain on duty after the usual hour; and that he had received no instructions to look upon the list as being given to him in place of such a written order; and he adds that so many special trains pass him, of which he receives no warning, that the excursion train to Blackpool in the morning did not attract his particular attention. It does not appear to be

Lancashire and Yorkshire Railway.

Collision near Littleborough Station.

denied on the part of the Company, that, to a certain extent, such is the case.

Considerable blame is attached by the Company to the second driver of the excursion train, for not having done his best with his engine, and, in fact, he has been discharged from their service for his share in the catastrophe. This driver stated to me that he did all he could, but that his engine was in bad order,—that the blast pipe was too short,—that the valves were not working properly,— and that the coke was small and bad; and I therefore considered it desirable to subject it to a test, which I shall proceed to describe.

The excursion train was composed, as before stated, of 55 carriages, and carried 1,930 passengers; and its total weight would therefore have been, independently of the engines, about 400 tons. It was drawn by two engines,—the first, a passenger engine with 15-inch cylinders, 20-inch stroke, and 13 tons on driving wheels, 5 feet 9 inches in diameter; and the second, a six-wheeled goods engine, with four wheels coupled, (4 feet 9 inches in diameter, and supporting a weight of 21 tons,) with 15-inch cylinders, and with a stroke of 24 inches.

Not having been able to make up a train of the total weight of the excursion train, I started from Littleborough with the second engine attached to a goods train, composed of 19 loaded, and 28 empty waggons, and a break, and weighing altogether about 260 tons. On entering the tunnel, the draw-bar of one of the waggons was pulled out, and the first part of the train was obliged to put back, to be attached to the portion that was left behind. This placed the engine under a disadvantage, inasmuch as it had to start again from a point near the tunnel mouth, where the rails were wet and slippery, instead of running in at the speed which it had previously acquired; but it did not prevent the engine from taking the whole train through the tunnel to Walsden, after it had received a little assistance in starting.

From this circumstance, and from personal inspection of both engines, I am led to the conclusion, that, when clean from the shed, and properly managed, those engines would be capable of conveying such an excursion train through the Summit Tunnel from Littleborough; but, considering that the coke supplied for the journey to Blackpool (the ordinary coke, I understand, of the district) was worse in quality than that in use on the eastern portion of the Lancashire and Yorkshire Railway, which is not good, and that therefore the drivers had a difficulty in keeping up their steam, it is not a matter of surprise, that, towards the end of so long a day, they should come to a stand, with a load of 400 tons, on a gradient of 1 in 330, *in a slippery tunnel.*

The leading driver cleaned out his fire twice in the course of the trip, first at Blackpool, and afterwards at Blue Pits on the journey home; and he states that the second driver attempted to clean *his* fire at the former place, but did not complete his job, nor renew his endeavours at Blue Pits, though asked by him, through the fireman, to do so. The locomotive superintendent at Preston remarked, certainly, that the second driver's fire was good when he passed that station, but the superintendent at Bolton thought it had been pulled out because it looked so black. Altogether, the second driver appears to have been wanting in the zeal displayed by the first driver, to do the best he could under the circumstances in which he was placed; not liking, doubtless, to get under his engine and clean out his fire. They could not make use of the pit at Blackpool on account of the number of vehicles there, and there was no such convenience for them at Blue Pits.

On the return journey, the time does not appear to have been lost so much on the road as in stoppages at different stations, which altogether amounted to upwards of two hours. They stayed 20 minutes at Kirkham on account of the couplings giving way; 20 minutes at Maudland, getting coke and water; 20 minutes at Lostock Junction, waiting for the Liverpool train to pass; a quarter of an hour at Bolton, for coke and water, and for the pilot engine; 20 minutes at Heywood Junction for the engines, and to cast off the pilot; a quarter of an hour at Rochdale to get up the steam, and another quarter of an hour at Littleborough for the same purpose. The assisting engines before referred to were supplied to the train by the locomotive foremen on the most severe portions of the line, and the leading driver thought, when he allowed the last engine to leave him at Heywood Junction, that he would have been able to convey the train to its destination with the two that were permanently attached to it.

There is no doubt that the excursion train would have been a heavy load for the two engines in that slippery tunnel at any time, and that it was *too* heavy a load for them after a long day's work with inferior coke, when there was a difficulty in keeping up the supply of steam. I may add, further, that, in my opinion, it is highly undesirable that an excursion train of these dimensions should be run at all, on a line like the Lancashire and Yorkshire Railway. Besides the risk of such an accident as the present, there must always be danger of the couplings breaking on heavy gradients; and it is very difficult to control so great a number of people. On the occasion in question, the guards, though there were five of them, could not keep the people in the carriages. They were continually creeping out of the windows to the tops of the vehicles whilst the train was in motion, and the scene after the accident may be imagined, when it is remembered that there were nearly 2,000 passengers, a quarter of a mile from the entrance, in a dark wet tunnel at 1 o'clock in the morning. They might have been killed by hundreds if a train had happened to pass soon afterwards in the opposite direction.

I am induced to draw attention the more forcibly to these considerations, because the excursion trains on the Lancashire and Yorkshire Railway are very numerous, because the train in question does not appear to be considered as a particularly large one on this line, and because I am authentically informed of a train having been run on this railway, on a previous occasion, with carriages loaded *inside and outside* with upwards of 2,600 passengers. Dangerous practices are often carried on for a length of time on railways without accident, but I cannot avoid taking this opportunity of impressing upon the Directors of the Lancashire and Yorkshire Railway Company the awful responsibility which is incurred in running these enormous trains, and especially when proper precautions are not taken for their safety.

On this occasion, the printed list announcing the hours of departure of the train from Sowerby Bridge and Blackpool, was not handed to the tunnel signalman until *after* it had passed him on its way out, and if he had made proper use of it, that list would have entailed upon him the necessity, apparently, of remaining 17 *hours* at his post. This large train did not, however, attract his particular attention, because he mistook it for another; and that other he thought no more about, because he so often sees trains pass, of which he receives no information. The printed paper supplied to the tunnel signalman, as well as to the other servants of the Company, did not inform him anything more, in regard to its time, than that it would leave Sowerby Bridge at 5.30 a.m. and return at 6 p.m.; and the train was altogether upwards of 13 hours on the road, in going and returning, the distance between Sowerby Bridge and Blackpool being not more than 64 miles.

The immediate cause of this accident was undoubtedly the neglect of the Company to appoint a night signalman at the mouth of the Summit Tunnel; but, after the evidence that has been brought under my notice in the course of the present investigation, as to the mode in which the large excursion traffic of this line is conducted, I cannot but feel apprehensive lest more serious and fatal results should some day occur; and I think, therefore, that it is my duty to take this opportunity of recommending that greater precautions should be taken for the future—that the size of such trains should be limited to, perhaps, 1,000 passengers each—that regular time-bills should in all cases be distributed for them, showing the hours at which they may be expected to pass all the principal stations on the line—that they should be provided with such an amount of engine power as should leave no doubt about their punctuality, and some margin for contingencies; and that, in fact, instead of being run in a hap hazard manner, greater precautions, if anything, should be taken, and more careful provision made in regard to them, both on account of their irregular character, and of the vast number of people they convey, even than with the ordinary trains.

I have, &c.

To the Secretary of the Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Lancashire and Yorkshire Railway,
Secretary's Office, Manchester, 26th October, 1855.

SIR,

Lancashire and Yorkshire Railway.

Collision near Littleborough Station.

I HAVE submitted to the Directors of this Company your communication of the 17th instant, handing a copy of Captain Tyler's report of his investigation as to the collision in the Summit Tunnel on the 19th August last.

Referring to the recommendations contained in your letter, I am instructed to inform you,—

1st, That the Directors have already ordered the adoption of a time table, to regulate the excursion trains.

2d, That they have restricted the number of carriages to be run in such trains in future to 25; and,

3d, That they have arranged for a night watchman at each end of the Summit Tunnel, which arrangement they hope will supersede the necessity for the adoption of the electric telegraph, inasmuch as the watchmen can communicate with each other by means of a wire telegraph.

I am, &c.

To the Secretary of the Railway Department, Board of Trade, Whitehall, London.

WM. S. LANN,
Secretary.

THE MIDLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 11, 1855.

SIR,

Midland Railway.

Accident to a train near the Shipley Gate Station.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Midland Railway Company, the enclosed copy of the report that their Lordships have received from Lieut.-Col. Yolland, R.E. the officer appointed to inquire into the circumstances attending the accident that occurred near the Shipley Gate Station of the Midland Railway, on the 15th ultimo.

I have, &c.

The Secretary of the Midland Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Parliament Street, August 8, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 17th ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending the accident which occurred on the 15th July, near Shipley Gate Station, on the Erewash Valley Branch of the Midland Railway.

It appears that as the 6.50 a.m. passenger train, consisting of five carriages, including two break vans, was proceeding from Mansfield to Nottingham down a falling gradient of 1 in 150, about half a mile south of Shipley Gate Station, at the rate of five or six miles an hour, the leading wheels of the engine mounted the rails, and after running about 33 yards, the right leading wheel is supposed to have struck the wing rail of a cross-over-road, and the ash-pan came in contact with the same wing rail and was torn off and remained beside it; the engine then entirely left the rails, going off to the left, and after running about 30 yards further, ran partly down an embankment, and fell over on its left side, with its wheels uppermost, and the body of the engine resting on the chimney and fire-box. The driver and fireman were thrown into a quickset hedge at the foot of the embankment; the latter and four of the passengers were slightly injured. The tender and front break van were also off the rails, but the coupling between the engine and tender having broken, the engine only went down the embankment.

This occurred about 300 yards south of a portion of the line, then, and still under repair, in consequence of the road having sunk from the recent abstraction of coal immediately beneath it; but that part where the engine is supposed, from the marks on the rail and ballast, to have mounted, was found in proper

gauge and in very good order, and is still in that state, nothing having been done to it since the accident. Midland Railway.

The state of the engine was also immediately looked to, and the wheels were found in correct gauge, and the laminated springs all sound; the spring link on the left hand leading spring was found broken, but this is supposed, from the appearance and form of the fractured link, to have happened when the engine fell over. The engine is one of the usual six-wheeled passenger engines, having the four hind wheels coupled. The weights as taken on the 22d May were,— Accident to a train near the Shipley Gate Station.

	Tons.	Cwt.
On the leading wheels - -	7	8
„ driving „ - -	10	3
„ trailing „ - -	6	1
Total, with a low boiler and fire - -	23	12

The distance between the leading and driving wheels is 7 feet, and 7 feet 6 in. between the driving and trailing wheels.

In consequence of the road being under repair, all trains were obliged to proceed slowly over that portion of the way, and this particular engine, after starting from Shipley Gate Station, had its steam shut off, and was thus fortunately travelling at a low speed when the engine quitted the rails, or the consequences would probably have been very disastrous.

The line curves to the right with a radius of 36 chains, and the engine went off to the left.

After making a careful inquiry, and having examined the spot at which this accident occurred, I am unable to assign the probable cause for the engine leaving the rails.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

W. Yolland,
Lieut.-Col., Royal Engineers.

NORTH BRITISH RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 20, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inquire into the circumstances which attended the collision near Houndwood Free Church, on the North British Railway, on the 7th inst. North British Railway. Collision near Houndwood Free Church.

My Lords direct me to observe, that the accident in question would appear to be one which would not have occurred had the line been worked by means of the electric telegraph, in the manner pointed out in the circular from this department of the 12th August 1854; and they therefore trust that this subject will again receive the careful consideration of the Directors of the North British Railway Company.

I have, &c.

The Secretary of the
North British Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Newcastle-on-Tyne, July 19, 1855.

Sir,

In compliance with the instructions contained in your letter of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending the collision which occurred on the 7th July, about 44½ miles from Edinburgh, near Houndwood Free Church, on the North British Railway.

It appears that on that day, as the 6.20 a.m. up mineral goods train, of 14 loaded and empty trucks, from Edinburgh to Berwick, was proceeding between Grant's House and Reston, the fireman called the driver's attention to one of the trucks about the middle of the train being off the line; the steam was

North British Railway.

Collision near Houndwood Free Church.

immediately shut off, and the requisite measures taken for stopping the train, and when it was brought to rest about 3¼ miles beyond Grant's house, at about 10.40 a.m., it was found that this truck, containing an iron stern post of a screw steamer, had its hind wheels off the rails, and after one unsuccesful trial had been made to get it on the rails again, the guard was sent back with fog signals and a red flag, so as to endeavour to stop the up express train.

No visible cause could be traced for the truck leaving the line. The rails are stated to have been in good order and in proper gauge, and there was nothing wrong with the truck, but from the nature of its load, more weight was unavoidably placed on the hinder than on the front wheels, and also more on one side than on the other, and it is possible that this may have been the cause of the hind wheels getting off the rails.

Whilst the guard went back, the driver and fireman continued to exert themselves in getting the truck on to the rails, and they had just succeeded in accomplishing it and had got the train into slow motion, when the express train appeared in sight, at about 400 yards distance, and immediately afterwards, whilst travelling at a speed variously estimated to be from 15 to 25 miles an an hour, ran into the mineral train, completely destroyed the goods break van, threw four of the trucks off the line, damaging some of them, and also damaging its own engine, but most fortunately without doing any injury to any of the passengers or persons in charge of the two trains.

The guard of the mineral goods train, when he went back on the line, placed one fog signal at 740 yards from the point at which the collision occurred, and this signal exploded and gave a warning to the driver of the express, according to the Company's regulations, to proceed "cautiously." The guard states that he had also placed two other fog signals on the line; one of these was afterwards found unexploded, but thrown off the rail (it is supposed by the guard in front of the wheel) and bearing marks of having been subjected to severe pressure, at about three quarters of a mile from the spot at which the collision took place, but the other intermediate fog signal had not been discovered. The guard still continued to go back, and at about seven eighths of a mile from his own train saw the express come into sight 100 yards in front of him. He states that he saw the driver of the express standing at the right side of his engine, apparently looking out rather to the left, so as to get a more distant view of the line which curves rapidly to the left, and not looking directly in front, where he, the guard, was standing; that he waved his red flag, but was not noticed, but he did not see the fireman.

It should here be mentioned, that at this part of the line there are very sharp curves, so that if a train was travelling very fast, and the driver was looking at a distant part of the line instead of narrowly watching the road before him, a person standing 100 yards in front might not be seen.

The driver's statement is, that he was first made aware that something was wrong by the explosion of the fog signal: that he at once shut off the steam, sounded the guard's break whistle, and applied the two tender breaks: that he was running at the time at from 55 to 60 miles an hour, as he had lost time, and was about five minutes late when he passed Grant's house. and he was endeavouring to make it up, whilst running along the favourable part of the road down the incline of 1 in 200 towards Berwick: that immediately afterwards, when about 400 yards from it, he came in sight of the mineral train standing on the line, and then he reversed his engine and set on the steam, but did not succeed in stopping his train until it had come into collision with the other at about 11.9 a.m. According to the time tables, the average speed between Dunbar and Berwick for this express train is only 37⅔ miles per hour. Taking the whole of the evidence into consideration, and the man's own statement of his proceedings, I am of opinion that the collision was entirely caused by the carelessness of the driver of the express, in travelling at a very high speed, in order to make up for lost time, without having kept up a proper look out directly in front of his engine whilst passing round the sharp curves on this part of the line.

I have, &c.

Captain Galton, R.E.,
&c. &c.

W. Yolland,
Lieut.-Col., Royal Engineers.

NORTH BRITISH RAILWAY.

North British Railway.

Accident to an express train near the Berwick Station.

Railway Department, Board of Trade,
Whitehall, September 11, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the accident that occurred to the express train from Edinburgh, on the 20th ultimo.

My Lords trust that the remarks of the Inspecting Officer will receive the careful consideration of the Directors of the North British Railway Company, and that they will take all the measures in their power for preventing the recurrence of similar accidents, both by the adoption of an efficient means for securing the joints of the rails on the curves, and by ensuring that a proper degree of super-elevation be given to the outer rail.

I am, &c.

The Secretary to the
North British Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Whitehall, September 7, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 23rd ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 20th ultimo, near the Berwick Station of the North British Railway.

As the express train from Edinburgh to London, which left the former station at 9.50 A.M., as usual, on the 20th ultimo, was travelling at its ordinary speed, perhaps 40 miles an hour, about three miles to the north of Berwick, the engine was suddenly thrown off the line, and down an embankment 50 feet in height. The train was composed of four first-class carriages, one composite carriage, and two break vans, and carried seventeen passengers. The engine ran, first, along the sleepers and ballast for a short distance; was then precipitated down the embankment in a slanting direction, and forced through a stone wall at the bottom; and finally fell on its side in a field, about 100 yards from the point where it first left the rails. The two vans and three of the carriages also went down the embankment, but the two others remained at the top.

The driver and fireman were both much hurt. The former received wounds on his hand, his ancle, and his back; and the latter remained insensible for three days, and, though nearly recovered when I examined him, could remember nothing of what had occurred. The guard was slightly hurt, and, of the passengers, a lady and gentleman were each cut by the broken glass, and four or five others were more or less injured.

This part of the line is on a curve of a mile radius, and on a gradient of 1 in 190, falling towards Berwick. It is laid with rails weighing 70lbs. to the lineal yard, 16 feet long, and resting on sleepers four feet apart, in a light sandy ballast. It is singular, however, that 30 yards in front of the spot where the engine first left the line, the number of intermediate sleepers is increased from three to five under each rail, and that this latter number is continued throughout the remainder of the curve. I understand that these extra sleepers were added many years since, on account of the then state of the embankment. The chairs are secured to the sleepers by wrought iron spikes, and the rails are kept in their places by wooden keys.

The line was examined after the accident by the guard of the train, by the platelayers of the length, and by the resident engineer; but they were none of them able to discover any cause for what had occurred. The engineer could not give by any means so precise an account of the state of the line as might have been expected from him; one of the platelayers stated that he had examined that portion of the line in the morning, and left it in excellent order; and the guard, who appears to have been a more careful observer, described a rail, on which was found the mark of a wheel, as having been bent outwards, whilst the exterior of the adjoining joint chair was broken, and the key was lying close by, out of the chair.

North British Railway.

Accident to an express train near the Berwick Station.

There seems to be no doubt, however, that the first damage that appeared in the line was a broken intermediate chair; that the following joint chair was broken, though the key was in it; and that the engine wheel passed over the nearest edge of the third rail from the intermediate chair, and ran along the top of it for two or three feet before descending on the wrong side. I conclude that it was the *engine* wheel that thus passed over the rail and marked it, because the guard and driver of the train saw and felt the engine "give a lurch" before anything else went wrong with the train, and, to use the expression of the guard, "in a second they were down the embankment."

The guard and both platelayers agree that the key of the joint chair, at which the engine mounted the rail, was *out*, and lying near the chair; but the resident engineer thinks that the key was in this chair, though the chair was burst through the middle. The guard took this key up in his hand, and examined it, and thought it looked as if it had been recently in, though not as if it had been forced out with any violence. The guard also says that the outside of the chair was broken away, whilst the inside portion remained in its place; and he is confident that the end of the rail over which the engine mounted was bent outwards.

In this latter point it is most probable that the guard was mistaken, and that, instead of the marked rail being bent outwards, the end of the rail next behind it was so, because the marked rail was still straight in its place when I visited the spot; because the next rail had, I understood, been found bent, taken out, and replaced by a new one; and because, if the marked rail had been bent outwards instead of the other, it is unlikely that the flanch of the wheel of the engine would have mounted it.

As far as I have been able to ascertain, both from inquiry and from personal inspection, there is no reason to attribute this accident in any way to the engine. It had only been a fortnight out of the shop, after having had the tires of its leading wheels turned up, and after having been put in a thorough state of repair; and the driver and fireman agree that it was in perfectly good working order, and was running very steadily with that train every day.

After mature consideration into all the circumstances connected with this accident, so far as I am acquainted with them, I can come to no other conclusion in regard to it, than that it has been occasioned by an inefficient state of the permanent way; and I think it most probable that it was caused by the key having been out at the joint where the rail was found marked by a tire. I may add, that I am strengthened in this conclusion by having found on the adjoining portion of the line, after the accident, when, if at any time, it might be expected to be in perfect order, intermediate keys, joint keys, and even new joint keys of insufficient size, a large proportion of them having been fastened in by means of splinters.

At all events, I would recommend, that, in order to provide against such an accident for the future, the Company should cause an additional sleeper to be put under each rail, that they should issue keys of a more serviceable size, and that they should, at least on this curve, take an early opportunity of fishing the joints. By the adoption of this last measure, they would secure themselves against a great source of danger—the absence of a joint key on a curve situated on a falling gradient.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

NORTH LONDON RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 30, 1855.

Sir,

North London Railway.

Boiler explosion at the Camden Town Station.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from their inspecting officer, of his inquiry into the circumstances attending the accident from the explosion of the boiler of a locomotive engine, that occurred on the 14th July, at the Camden Town Station of the North London Railway.

My Lords direct me to call the attention of the Directors to the fact that this accident would appear to have occurred in consequence of the originally defective construction of the plates forming the boiler.

North London Railway.

Boiler explosion at the Camden Town Station.

I have, &c.

The Secretary of the North London Railway.

Douglas Galton, *Captain, Royal Engineers.*

Railway Department, Board of Trade, Whitehall, August 27, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with the explosion of the boiler of a locomotive engine, near the Camden Town Station of the North London Railway, on the 14th July.

The engine is known as No. 10 engine; it is a tank engine, built by Messrs. Stoddart and Slaughter, of Bristol, and was delivered new to the Company in 1854. It is employed exclusively for hauling passenger trains. On the day of the explosion it came on the line at 7.35 a.m., and made a trip of 20 miles every two hours, with seven carriages. The driver states that the explosion occurred about 5.20 p.m.; he had arrived at Camden Town about ten minutes, and the steam being low, he had slacked off the firebox valve to a pressure of 75 lbs. (the dome valve standing at 110 lbs.), for the purpose of warming his tea with the steam; the water in the glass gauge stood about $3\frac{1}{2}$ inches. The fireman was under the engine, pricking the fire to make it burn up, and whilst so doing the explosion occurred, the chief effect of which was to blow off the entire cylindrical covering of iron boiler plate, leaving the tubes quite exposed. According to the statement of the driver, which I do not see any reason to question, the boiler must have exploded under a pressure not exceeding 75 lbs. In examining the material of which the boiler was composed, the plate forming the junction between the cylindrical part of the boiler and that covering the fire-box, was found to be very defective; it was 3-8 inch thick, and instead of being solid appeared to be composed of two plates, owing to imperfect welding of the parts in the manufacture. As it was torn through the middle between its attachments there is every reason to conclude that this plate was the weak part of the boiler which first yielded. The plate, which was originally defective, was no doubt further deteriorated from the *ogee* form into which it was bent. It is but justice to the builder to observe that this plate was from the Lowmoor Iron Works.

As far as dependance can be placed on the statements made, and the facts observed, this explosion affords another instance of the prodigious effects that may be produced by steam of comparatively low pressure, when it is allowed to develop itself by making its escape suddenly through a weak part of the boiler.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

Geo. Wynne, *Lieut.-Col., Royal Engineers.*

NORTH UNION RAILWAY.

Railway Department, Board of Trade, Whitehall, September 13, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieutenant Colonel Wynne, Royal Engineers, the officer appointed by their Lordships to inquire into the circumstances which attended the fatal accident that occurred to Bridget Walsey on the 23d July last, at the Preston Station of the North Union Railway.

North Union Railway.

Accident to Bridget Walsey at the Preston Station.

My Lords direct me to observe that Lieutenant Colonel Wynne, has, first in 1851 and again on a subsequent occasion, pointed out the necessity of constructing a bridge over the railway for the accommodation of foot passengers who are

North Union Railway.

Accident to Bridget Walsey at the Preston Station.

obliged to pass from one platform to the other, and that the Directors in their letter of 3d January 1854, in referring to Lieutenant Colonel Wynne's report, stated that they fully concurred in his recommendation.

My Lords now learn with regret that the Directors have been so indifferent to the safety of the public as not to have taken any steps in the matter, although they advocated the necessity for erecting a bridge, when it could be urged as an argument against allowing the trains of the East Lancashire Railway Company to approach the western platform of the station. The consequence of this neglect of the Directors has been the death of this poor woman.

My Lords request to be informed upon what grounds the Directors have hitherto neglected to carry out the recommendation of the inspecting officer, and they trust that the bridge will be erected without further delay.

I am, &c.

The Secretary of the North Union Railway Company.

Douglas Galton, *Captain, Royal Engineers.*

Railway Department, Board of Trade, Whitehall, August 27, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with the death of a poor woman named Bridget Walsey, caused by her being run over by an engine, while in the act of crossing the rails at the Preston Station on the 23d July.

The deceased had arrived from Liverpool that morning by an East Lancashire train, and was set down on the platform on the east side of the station. Her destination being to Ulverstone, she had to cross to the west side; whilst on one of the six lines of rails which run through the station an engine moved slowly along it from the north end; the driver was unfortunately looking out on the opposite side to where the woman was standing; she became paralyzed with fear, and, although a step to one side would have saved her, she could not move, and was run over and so dreadfully mutilated that she died a few hours afterwards.

The Preston Station, as I said, is traversed by six lines of rails, over which between 200 and 300 trains pass daily, and their Lordships will be surprised to learn that the thousands of passengers that at some seasons daily arrive at the east platform from the manufacturing districts have no means of reaching the west platform, from whence they have to continue their journey to the north or west, but by crossing these six lines of rails, always more or less blocked with carriages and endangered by engines moving up and down, and moreover, that there is no especial establishment of police to assist and point out to the passengers the times and places to cross with the least danger; that a passenger under these circumstances has been run over can surprise no one; the only matter of astonishment is that such accidents have not been of frequent occurrence, which, I think, can only be accounted for by the imminence of the danger keeping people continually on the alert.

Their Lordships may, perhaps, remember that, in August 1851, they directed me to report upon a certain diagonal crossing, which the East Lancashire Railway Company had laid down, with a view of driving their trains up to the west platform, and to the use of which the North Union Company objected, on the grounds of the great danger the public would incur thereby. I fully concurred in this view, and after stating in my report the dangers and objections to such a crossing, I proceeded to say,—

"The advantage which the East Lancashire Company propose to themselves by crossing to the west platform is that of depositing their passengers proceeding northward on the spot from which they will have to start, instead of subjecting them to the danger and inconvenience of crossing six lines of rails in a very crowded station; but to meet this objection, the other Companies propose making a bridge from one platform to the other."

In another report I was called upon to make last year, I said,—

"I must remark that the North Union Company and the other Companies in connexion with them have shown a great disregard to the public convenience, in not having made what has been so long called for, viz., an over or under crossing between the two platforms."

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Accident to Bridget Walsey at the Preston Station.

The North Union Company and the other Companies in connexion with them having succeeded in resisting the attempt of the East Lancashire Railway Company to use the crossing, have found it convenient to forget their own proposal of an over bridge and to pay no attention to the remark made in my report of the past year on the subject. When it suited their policy they were too glad to prefer the plea of the public safety, but, having obtained their object, the public safety became to them an object of indifference, and the consequence has been that a poor widow woman, the sole support (I am informed) of three very young children, has been killed.

In these remarks which I have felt it my duty to make, I have not the slightest intention to throw censure on the station superintendent, or those employed under him. I have had frequent occasion to observe the arduous duties he has to perform, and were he not an extremely active and intelligent officer, the safety of the public would be much more seriously compromised, for the difficulty of marshalling the trains and working them with safety and order through the station is inconceivable; and it may not be out of place here if I venture to express an opinion of the importance of the Government giving every assistance to the Company in any future bill they may introduce to carry out measures for enlarging the station, and affording increased facilities for the passage through it for the enormous and still increasing traffic that it has to accommodate.

I am not aware of the grounds on which the Company lost their bill of this year for enlarging the station, but I heard of their failure with great regret, as a matter in which the public safety and convenience was much concerned.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Lt.-Col., Royal Engineers.

North Union Railway, Lessees' Office,
Preston, October 2, 1855.

Sir,

Your communication of the 13th Sept., referring to the fatal accident which occurred at Preston Station, on the 23d July last, whereby Bridget Walsey lost her life, having been submitted to the Directors of the North Union Railway, I am instructed to inform you that they have painfully felt the inadequacy of the station accommodation, and anxiously sought the needful powers for its improvement, which, on grounds altogether unintelligible to them, were refused by Parliament, after great expense had been incurred in preparing plans and the Bill, under the highest engineering and legal advice; that, in consequence, every effort is now being made to accomplish as much as is practicable by private arrangement amongst the different Companies, contemplating another application to Parliament, if there should be any better prospect of success.

It is much to be regretted that the sanction of Parliament could not be obtained for more perfect arrangements.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

James Chapman,
Secretary.

Railway Department, Board of Trade,
Whitehall, October 6, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 2nd inst., relative to the fatal accident which occurred on the 23d of July last, at the Preston Station upon the North Union Railway, and to inform you that it does not appear to my Lords that the rejection by the Legislature of the Bill for the improvement of Preston Station has any bearing upon the question of the construction of a means of communication by which passengers would be enabled to proceed from the east to the west platform, and *vice versâ*, without walking over the several lines of rails.

I am at the same time to observe, that the danger to which the public are subjected, from the want of such a means of communication, has been brought

North Union Railway.

Accident to Bridget Walsey at the Preston Junction.

repeatedly to the notice of the Directors; and if, therefore, they continue to neglect to take measures for the removal of the danger, a heavy responsibility will rest upon them should further accidents occur.

I am, &c.

The Secretary to the North Union Railway Company.

DOUGLAS GALTON, *Captain, Royal Engineers.*

North Union Railway, Preston, October 27, 1855.

SIR,

I DULY laid your letter of 6th Oct. before the Directors, relating to a cross-over road at Preston Station, and they have ordered a plan and estimate of foot-bridge to cross the station to be furnished.

I am, &c.

Captain Galton, Railway Department, Board of Trade.

J. CHAPMAN.

Railway Department, Board of Trade, Whitehall, November 6, 1855.

SIR,

I AM directed to acknowledge the receipt of your letter of the 27th ultimo, in which you state that orders have been given for a plan and estimate of a foot-bridge to cross the railway at the Preston Station. My Lords instruct me to say, that they will be glad to be informed when the bridge in question shall have been completed.

I am, &c.

The Secretary of the North Union Railway Company.

DOUGLAS GALTON, *Captain, Royal Engineers.*

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

Railway Department, Board of Trade, Whitehall, September 11, 1855.

Oxford, Worcester, and Wolverhampton Railway.

Accident to a train at the Priestfield Junction.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Oxford, Worcester, and Wolverhampton } Railway Company, the enclosed copy Great Western - - - - - } of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended an accident that occurred to a Great Western passenger train, on the 21st ultimo, at the Priestfield Junction of the Oxford, Worcester, and Wolverhampton Railway.

I am, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company.

The Secretary of the Great Western Railway Company.

DOUGLAS GALTON, *Captain, Royal Engineers.*

Railway Department, Board of Trade, Whitehall, September 7, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 24th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 21st ultimo, near the Priestfield Junction of the Oxford, Worcester, and Wolverhampton Railway.

It appears, that as the 11.30 a.m. Great Western passenger train from Chester, was approaching the Priestfield Junction, at two o'clock, on the afternoon of the 21st ultimo, the engine suddenly left the rails; that, after running for 56 yards over the sleepers and the ballast, it fell on its side at the edge of the line, and that it knocked down the trestle of a bridge carrying a road over the railway in its course.

The train was composed, besides the engine and tender, of five carriages and a van. Two of the carriages were thrown off the line, and one of them on its side, but, fortunately, one gentleman only was slightly injured. The driver and fireman saved themselves by leaping from the engine before it rolled over.

The Great Western Railway Company conduct their *local* traffic over this part of the Oxford, Worcester, and Wolverhampton Railway, with broad gauge stock; but, on account of the want of broad gauge lines further north, they are compelled to use the narrow gauge for their through trains; and, accordingly, the passenger train in question was a narrow gauge train, drawn by a narrow gauge engine, and running over a line laid with a mixed gauge, for the accommodation of both broad and narrow gauge traffic.

The engine first left the line at a pair of points leading from a goods yard of the Oxford, Worcester, and Wolverhampton Railway Company to the up main line, about 100 yards to the north of the Priestfield Junction; and, after the accident, the heel-pin of the off tongue of these points was found to be fractured, and the heel of the tongue itself was out of its place. A wheel of one of the carriages was also observed between the point-rail and the standard rail, and there were marks on the point-rail which showed that the tires of the wheels in front had passed over it.

The attention of the driver was directed to the junction signals, and he did not notice anything unusual on the line before the accident; but the fireman observed something like a rail out of place, which he thought was a "fixed-point," over the fore part of the engine, immediately before it was thrown off the line, and on the same side as the tongue of the switch which was afterwards found to be displaced.

The curves at this part of the line form an inverted S, and the engine ran off on the side to which it would naturally be thrown by the effect of centrifugal force, in the event of any obstruction causing it to be lifted from the rails.

Shortly before the occurrence of the accident, an engine and two waggons had passed out through the points in question from the Oxford, Worcester, and Wolverhampton goods yard; and the pointsman who has charge of them states that he had been to inspect them, and was returning from that duty to his post, which is about 400 yards to the northward, when he met the Great Western passenger train going towards Priestfield. But it is impossible to place any great reliance upon this man's evidence, because, having been a good deal "upset" by the occurrence, he contradicted himself in several instances, and ended by asserting that an Oxford, Worcester, and Wolverhampton passenger train, which had preceded the goods train, followed between it and the Great Western passenger train.

This man and the junction signalman both state that the Great Western train was travelling at the rate of 15 miles an hour before it left the rails; but the former saw it, as it passed him, some little distance before it arrived at the site of the accident; and the latter had not a very good means of judging, as he could only calculate its speed by the manner in which it approached him at 100 yards distance. The regulations of the joint station committee for the management of the Wolverhampton Station enact that no train shall pass this junction at a greater rate than eight miles an hour; and I have not heard any reliable evidence to show that this train was going at such speed as would have prevented the driver from complying with this regulation. The driver and fireman—interested witnesses, certainly,—state that their speed was from eight to ten miles an hour; and the local locomotive superintendent, who happened to be in the train, considers it to have been 12 miles an hour; but he was cutting open a newspaper when the accident happened, and is unable to speak on the subject with any degree of certainty.

There seems to be no doubt that this accident was occasioned by the defective fastening of the tongue of the switch. It was secured to the sleeper by a heel-pin only, and that heel-pin, to judge by the appearance of the fracture, could not have done any good service for some little time before. The probability is that the tongue was knocked out of its place by the train which left the Oxford, Worcester, and Wolverhampton yard so shortly before the Great Western passenger train came up, and that this displaced tongue was the object which attracted the attention of the fireman, and which he believed to be a "fixed point."

Oxford, Worcester, and Wolverhampton Railway.

Accident to a train at the Priestfield Junction.

Singularly enough, another heel-pin was broken on the same day in a pair of points not many yards from this spot; and, though it does not appear that any accident has previously occurred in consequence of the construction of these switches, in the ordinary course of traffic, during the three years that they have been in use on other parts of the Oxford, Worcester, and Wolverhampton Railway, yet I would recommend that a wrought iron clip be added to them on the inside of the tongue, for better security, and that this be attached by means of a fang-bolt to the sleepers.

I have, &c.

The Secretary of the Railway Department, Board of Trade. H. W. Tyler, *Captain Royal Engineers.*

Oxford, Worcester, and Wolverhampton Railway, Worcester, September 22, 1855.

Sir,

I am desired by the Directors of the above railway to acknowledge the receipt of your letter dated the 11th instant, enclosing copy of Captain Tyler's report on the causes of an accident to a train of the Great Western Railway Company near the Priestfield Junction on the 21st ultimo, and to state that the precautions therein recommended have been carried out.

I have, &c.

To Captain Galton, R.E., Board of Trade, London. Noel Thos. Smith, *Secretary.*

Great Western Railway, London Terminus, Paddington, September 12, 1855.

Sir,

I have been desired by the Directors to transmit to you a report made to them by Mr. Brunel, whom they required to prepare a drawing of the switches in use upon this railway, to be forwarded to Captain Tyler, at his request, in consequence of the accident to a Great Western train while running over the Oxford, Worcester, and Wolverhampton Railway near Priestfield.

The Directors having heard that the same description of switch as that at Priestfield was alleged to have been in use on the main line of this Company, were anxious to learn with certainty what truth there was in such report.

Will you be kind enough to place in Captain Tyler's hands the drawing which he requested to have, with the copy of Mr. Brunel's report to the Board.

I remain, &c.

Captain Galton, R.E., &c. &c. Chas. A. Saunders, *Secretary.*

(Enclosure.)

18, *Duke Street, Westminster, September* 7, 1855.

My Dear Sir,

I enclose, according to your request, a tracing of the drawing of one of our switches. In answer to the inquiry of the Directors as to the difference, if any, between these and that one used upon the Oxford, Worcester, and Wolverhampton Railway, between Priestfield and Wolverhampton, at which the accident lately occurred, I would observe that the principal differences of construction are that in most of the important parts ours is stronger, that the tongue is much longer, as may be seen by comparing the drawing I send with any drawing that may be supplied of the Oxford, Worcester, and Wolverhampton switch, and that the tongue shuts against the fixed rail, while in the Oxford, Worcester, and Wolverhampton switch, it is, I believe, of a patented form, which passes partly into or under the fixed rail. Without offering any opinion upon the positive safety of the Oxford, Worcester, and Wolverhampton switch, I would merely observe that the angle of the tongue in our switch, being much more acute, and the tongue lying only against and not under the fixed rail, a wheel entering while the tongue is shut must have less tendency to mount. However, I have no actual experience with these switches, called, I

think, Ellis's, as I have never used them, except that, to oblige a contractor who had some by him, I have allowed one or two to be used in sidings not connected with the main line; indeed without then or now wishing to offer any opinion upon them except that I prefer those of my own construction, I caused those which had been fixed at the junction of our Birmingham, Wolverhampton, and Dudley line on the Oxford, Worcester, and Wolverhampton Railway at Priestfield to be removed at the cost of the Great Western Railway Company, and some of our own supplied to replace them. Even with switches of my own construction, however, I have never trusted to their being self-acting. We have not, as yet, one such on the main line on the whole of the Great Western system. All switches are either locked in one direction or under charge of a man.

I am, &c.

Chas. A. Saunders, Esq. I. K. Brunel.

Railway Department, Board of Trade,

Sir, *Whitehall, October* 17, 1855.

With reference to the letter from this department, of the 11th ultimo, forwarding a copy of Captain Tyler's report on the accident that occurred at Priestfield Junction to a passenger train belonging to the Great Western Railway Company, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of some additional remarks made by Captain Tyler on the subject.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade,

Sir, *Whitehall, October* 12, 1855.

I have the honour to return herewith, the letter of the Secretary of the Great Western Railway Company of the 12th ultimo, enclosing Mr. Brunel's report upon, and drawings of the switches in use on the Great Western Railway, which was referred to me with your communication of the 13th ultimo.

I concur in Mr. Brunel's description of the differences apparent between his switches and those in use on certain portions of the Oxford, Worcester, and Wolverhampton Railway, excepting that he has not noticed a defect in the latter which I consider to be of great importance, and which was, in fact, instrumental in causing the recent accident near the Priestfield Junction. This defect consisted in the want of a wrought-iron clip on the inside of the tongues, such as is affixed to Mr. Brunel's switches. I recommended in my report of the 7th September, on the subject of the accident in question, that a clip of this nature should be added to the Oxford, Worcester, and Wolverhampton switches; and the engineer of the line has signified to me his intention of adopting this course.

I consider Mr. Brunel's switches to be of a superior construction to the others; but, with the addition above referred to, I do not apprehend any danger from the use of those employed on the Oxford, Worcester, and Wolverhampton Railway. There is, however, one point in Mr. Brunel's letter to which, I think, the attention of the Oxford, Worcester, and Wolverhampton Company might be called with great advantage, viz., that he has never trusted to his switches being self-acting, and that he has not as yet one such on the whole of the Great Western system, as they are all either locked in one direction or under the charge of a man.

This is an example which the Oxford, Worcester, and Wolverhampton Company would indeed do well to follow.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Oxford, Worcester, and Wolverhampton Railway,
Worcester, October 18, 1855.

Oxford, Worcester, and Wolverhampton Railway.

Accident to a train at the Priestfield Junction.

SIR,

I HAVE the honour to acknowledge receipt of your letter of yesterday's date, and its enclosure, relative to the accident that occurred some weeks since to a Great Western passenger train near Wolverhampton, and to say that it shall receive immediate attention.

I am, &c.

Captain Galton, R.E.
&c. &c.

NOEL THOS. SMITH,
Secretary.

SOUTH DEVON RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 29, 1855.

South Devon Railway.

Accident to a train near the Ivy Bridge Station.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from their Inspecting Officer of his inquiry into the circumstances attending the accident that occurred near the Ivy Bridge Station of the South Devon Railway on the 15th instant.

My Lords trust that the Directors will cause all the points opening into sidings on the single line to be examined, with a view to their alteration, where necessary, in the manner mentioned in the report.

I am, &c.

The Secretary of the
South Devon Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

SIR,

Plymouth, August 23, 1855.

IN compliance with the instructions contained in your letter of the 18th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred on the 15th instant, near Ivy Bridge Station on the South Devon Railway.

It appears that on the 15th August a down goods train, consisting of 37 waggons, which left Exeter for Plymouth at 2h. 42m. A.M., reached the Ivy Bridge goods siding, situate about three quarters of a mile east of the station, at 2h. 5m. P.M., and stopped opposite to the goods shed, for the purpose of detaching and shunting a waggon into the siding, for which purpose the second guard got down, and, after detaching the waggon, proceeded to unlock and to shift a pair of points, facing to all up trains, and always kept locked, except when waggons had to be passed in or out of this siding; and after the waggon had been shunted into the siding, and the engine had passed out of it on to the main line, the guard again closed the points to the siding, so as to allow the engine to go back on the single main line to bring on the train, and, according to the statement of the guard, he locked the points in this position and proceeded to Plymouth with his train, believing that he had left everything right at Ivy Bridge Station.

The Ivy Bridge siding is on a portion of the South Devon Railway where the line is still single, and it is worked by the aid of the electric telegraph; and as the 2h. 20m. P.M. up passenger-train was passing over the points leading to this siding at about 3h. 5m. P.M., at a speed estimated at about 20 miles an hour, the driver felt that he was leaving the main line, and immediately shut off the steam, applied his break, whistled for the guard's break, reversed the engine, and set on the steam, but did not succeed in reducing his speed until the engine had run into the last of five waggons, two loaded and three empty, by which three of the waggons were forced up a bank, and thence swerved across and stood on the main line, and were seriously damaged.

There were about 150 passengers in the train, but, very fortunately, only five received any injury, and their hurts were not of a serious nature.

The buffer plank of the engine was broken, and some of the buffers of the six carriages were bent, but none of the carriages were forced off the line. The main line was blocked for some hours.

South Devon Railway.

Accident to a train near the Ivy Bridge Station.

When the state of the points leading into the siding were examined after the collision, they were found locked *open* for the siding and *shut* for the main line, and both of them were bent by the passage of the goods train over them, after the engine had gone back and brought on the waggons.

With reference to the cause of the accident, I am of opinion that it was undoubtedly caused by the negligence of the second goods guard in having locked the points open to the siding instead of open to the main line; and the South Devon Railway Company have very properly given instructions to have such alterations made as will render it impossible for the guards to lock these points *open* to the sidings in future.

I have, &c.

Captain Galton, Royal Engineers, &c. &c. &c.

W. Yolland,
Lieut.-Col., Royal Engineers.

SOUTH EASTERN RAILWAY.

Railway Department, Board of Trade, Whitehall, September 3, 1855.

Sir,

South Eastern Railway.

Accident to a train near the Higham Station of the North Kent Line.

I am directed by the Lords of the Committee of the Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from their Inspecting Officer on the accident that occurred on the 28th July near the Higham Station of the North Kent Railway.

My Lords trust that the recommendations of the Inspecting Officer will receive the careful consideration of the Directors, particularly as to the adoption of some improved system for securing the joints of the rails.

I am, &c.

The Secretary of the South-eastern Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade, Whitehall, August 24, 1855.

Sir,

In compliance with the instructions contained in your letter of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 28th ultimo, near the Higham Station of the North Kent Railway.

Between Higham and Strood there is a tunnel about two miles and a quarter in length, divided near the centre by an open space, called by the servants of the South-eastern Company the "lay-by," where the excavation has been carried up to the surface. This open interval was formerly used, when a canal ran through the tunnel, as a passing place for barges, and it is from 50 to 100 yards in length. The line is straight and level; and the permanent way is laid with rails 15 feet long, weighing 80lbs. per yard lineal, and supported on cross sleepers, on an average, 3 feet apart.

On the 28th ultimo, as the 5.50 p.m. train from London was passing between Higham and Strood, a part of it was thrown off the rails; and, after running about 220 yards, it came to a stand at 75 yards from the open interval above referred to. The train was composed, altogether, of nine carriages, besides the engine and tender; and two of the former were thrown across the up-line of rails in a position of great danger, inasmuch as the up-train was due. The under guard, who was riding in the rear of the train, finding that his lamp had been broken and extinguished, then ran forward, and, having borrowed the lamp of the head guard, proceeded towards Strood, and succeeded in stopping the up-train by means of his fog signals in time to avoid any further catastrophe. This man appears to have done his duty in the most praiseworthy manner, at a period when a delay of one or two minutes might have caused the loss of several lives: as it was, the personal injuries to the passengers were fortunately confined to a few bruises.

It is somewhat remarkable in the case of this accident, that sufficient warning was afforded beforehand, if it had only been properly attended to, to enable the servants of the Company to guard against it. The driver of the 4.20 train from London, passed through the tunnel about half-past 5 on the same afternoon;

South Eastern Railway.

Accident to a train near the Higham Station of the North Kent Line.

and, on his arrival at Strood, reported to the stationmaster that he had felt a "lurch" from some defect in the road between Higham and the "lay-by." The stationmaster at Strood sent a telegraphic message in consequence of this information, at 10 minutes to 6, to the stationmaster at Higham, requesting him to send a platelayer to examine this portion of the line. The platelayer was accordingly despatched at 6 o'clock to ascertain what was the matter, and the 4.50 train from London was allowed to pass Higham soon after 6, with a caution to the driver to proceed slowly through the suspected part of the tunnel. At 7 o'clock, the platelayer had not returned to Higham, and the stationmaster supposed, therefore, that he had gone on to Strood; and, as he received the usual "all clear" message from that station, he permitted the 5.50 train from London to pass on without warning the driver of the state of the road, so that the driver was travelling at his usual speed, perhaps 30 or 40 miles an hour, when the accident happened. At 5 minutes past 7, the platelayer returned to Higham, and reported to the station master, that the only thing of any consequence, that he had observed, was that "one of the sleepers was out," (by which he meant that a joint sleeper had moved forward,) and he returned for one of his men to assist him in shifting it.

This man pointed out to me the sleeper to which he had alluded, as being 200 or 300 yards distant from the spot at which the train left the rails; and he appears to have altogether overlooked in his search, the actual source of the mischief, though, from the period that he was absent—upwards of an hour—he ought to have been able to examine that portion of the tunnel with better effect.

From the evidence as to the state of the road after the accident, it appears that there was a broken rail at the point where the carriages left the line, and that it had broken off at an intermediate chair next to a joint chair, so that the fractured portion was about 2 feet 6 inches in length. This portion was found on the same side of the line as that on which the driver of the 4.20 train describes his lurch to have been felt, and, from his statements, it is most likely to have been at the same spot. Judging from the fracture, the rail itself would appear to be composed of an indifferent quality of iron; and there was a considerable flaw in the centre of the section. There is a spring of water running across the tunnel, at thirty or forty yards from the site of the accident, and the drainage was very imperfect when I visited the spot this morning. I am informed that the natural fall from this point is towards Higham, and that the tunnel can always be kept dry by allowing the water to flow in that direction. It is, however, difficult to procure fresh water at Strood, and the tunnel water is therefore dammed up at Higham, and compelled to run towards Strood, for the purpose of supplying the station, the coke ovens, and the engines; and thus the Company seem to have a reason for keeping the tunnel wet.

There is a 12-inch pipe on one side of the tunnel, for drainage purposes, but it is broken in many places, and appears to be in a very inefficient state. In walking through the tunnel, I observed signs of the sleepers "working" a good deal, in many places, for want of drainage; and I also remarked that a large number of the joint chairs and sleepers had shifted considerably forwards, for the same reason: I therefore beg to draw the attention of the Company particularly to the state of the permanent way in this part of the tunnel, even in its present condition.

I believe the present accident to have been occasioned by the shifting forward of a joint sleeper, to such an extent as to liberate the end of a rail from its chair. This would account, as well for the lurch felt by the first driver as for what afterwards happened. The passage of the engine and tender probably broke the fractured rail, which may have been injured by the former trains, and thus caused the carriages to leave the rails.

The station master at Higham would have exercised a more wise discretion, if, after the report he received that something was wrong in the tunnel, he had either cautioned the driver, or taken pains to ascertain with certainty whether it was safe for the passage of trains at speed, before allowing the 5.50 train to pass his station. He no doubt thought that the platelayer was going through to Strood, and, believing him to have arrived there, considered the "all clear" message to indicate that all was right; but the message was sent by the Strood shunter, in the usual way, without reference to what had occurred, and the telegraph might easily have been employed to ascertain in a few minutes the real state of the case.

South Eastern Railway.

Accident to a train near the Higham Station of the North Kent Line.

In order to prevent such an accident from again happening, I would recommend, that,

1. A better drain should be provided through the tunnel.

2. Either that the permanent way should be raised, or that the water should be kept at a lower level in the tunnel, taking care, in the former case, that sufficient headway be left for the safety of the Company's servants.

And, 3rdly. That fish-joint chairs should be employed, by which means alone, if my explanation of the accident be correct, a repetition of it would be rendered impossible.

I have, &c.

The Secretary to the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

South Eastern Railway,
London Terminus, September 6, 1855.

Sir,

I beg leave to acknowledge the receipt of your favour of the 3rd inst., enclosing copy of Captain Tyler's report to the Lords of the Committee for Privy Council for Trade, on the circumstances connected with the accident which occurred near the Higham Station of this Railway on the 28th July, and I have to state that the recommendations contained in Captain Tyler's report shall receive the careful attention of the Directors. I may mention that they have already ordered the adoption of the fish-joint for the purpose of securing the joints of the rails in this as well as all the other tunnels on the Company's lines, and therefore the recommendation conveyed in this portion of Captain Tyler's report is already anticipated by the Company.

I am, &c.

Captain Galton,
Railway Department, Board of Trade,
Whitehall.

S. Smiles.

SOUTH YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 30, 1855.

Sir,

South Yorkshire Railway.

Boiler explosion at the Aldam Junction.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the South Yorkshire Railway Company, the enclosed copy of the report which their Lordships have received from their inspecting officer, on the explosion of the boiler of a locomotive engine that occurred on the 2d of July at the Aldam Junction of the South Yorkshire Railway.

I have, &c.

The Secretary of the South Yorkshire Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 27, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with the explosion of the boiler of a locomotive engine at Aldam Junction on the South Yorkshire Railway on the 2d July.

The engine, which is known as No. 8. engine, is a six-wheeled coupled engine, having wheels 4 feet 6 inches in diameter, cylinder 16 inches diameter, and 2 feet stroke. It was bought the beginning of the present year from Mr. Wilson, of Leeds, second-hand, and since it came into the possession of the Company it has been re-tubed and thoroughly overhauled; its average amount of work is about 100 miles a day. On the day on which it exploded, it was taken out of the shed at 6.40 a.m., and was employed to take 30 empty waggons to Westwood, which it reached at 7.40. At 8 it left for Aldam, and with another engine took 30 loaded coal waggons there. On arriving at Aldam, No. 8., which was the leading engine, was uncoupled, and the other engine and

South Yorkshire Railway.

Boiler explosion at the Aldam Junction.

coal waggons went on towards Doncaster; the driver here got off the engine to examine it, and having directed the fireman to move it on a short distance, was running after it when the explosion occurred. The fireman was blown away a distance of about 80 yards, and the engine was thrown on its side; the effect of the explosion on the engine was confined wholly to the fire-box, the crown of which was blown in and bent flat against the tube plate. The valves were set at 100, and the screw on the spindle did not admit of the pressure being raised to more than 110lbs. on the inch, nor of the valves being fastened tightly down. The driver states that when he got off the engine, the glass gauge was half full of water, and that they were not more than 7 or 8 minutes standing at Aldam. If his statement in this respect is true, it will be difficult to account for the accident; but when I examined the fire-box I found the scale which more or less encrusts the interior of almost every boiler completely cleaned off, or loosened, on the upper side of the crown plate of the copper fire-box, and, I believe that this want of adhesion of the scale, or incrustation, is caused by an unusual expansion of the copper, arising from its being overheated, in consequence of the water having been allowed to get below the level of the crown of the fire-box. If the copper had not been heated, it would have been almost impossible to remove this scale. Taking this fact into consideration, and that the effect of the explosion was confined to the fire-box, and moreover, that I have always observed a similar appearance of the copper on every occasion when the circumstances led to the belief that the explosion had occurred from the water getting low, I feel little doubt in my mind that the bursting of the boiler is due to the cause I have named.

I am, &c.

GEO. WYNNE,
Lt.-Col., Royal Engineers.

The Secretary of the
Railway Department, Board of Trade,
Whitehall.

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REPORTS

OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of September and October,

1855.

(*In continuation of previous Reports.*)

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

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RAILWAY ACCIDENTS.

EAST LANCASHIRE RAILWAY.

East Lancashire Railway.

Railway Department, Board of Trade,
Whitehall, October 16, 1855.

Collision at Summerseat.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieut.-Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the collision, that occurred on the 27th ultimo, at Summerseat, on the East Lancashire Railway.

My Lords trust that the recommendation of their inspecting officer as to the distant signal at Brooksbottom will be adopted, but they request me to observe, that it would appear from the description of this portion of line, as given in the report, that accidents of this nature might be obviated by the use of the electric telegraph, as suggested in the circular letter from this department of the 12th August 1854, and they will be glad to learn the views of the Directors on the subject.

I am, &c.

The Secretary of the
East Lancashire Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
2, Parliament Street, October 11, 1855.

Sir,

In compliance with the instructions of the 29th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred at Summerseat, on the East Lancashire Railway, on the 27th September.

It appears that a special goods train, consisting of 28 waggons, proceeding from Haslingden to Bury, left Ramsbottom at 12.14 p.m., and stopped at the Company's warehouse at Brooksbottom, 431 yards north of the Summerseat Station, for the purpose of bringing on a waggon standing in a siding at that place; and one of the Company's servants, a lad of 16, son of the station-master, who had for several years performed the duty, unfastened the catch and let go the lever which turns the north distant disc signal from "danger" to "all right," and which, being weighted to stand at "danger," should assume that position as soon as the lever was let go. The object of letting the lever go was to protect the tail of the train whilst the waggon was taken out of the siding and attached to the train. According to this lad's statement, this occurred at 12.29, but it is impossible to reconcile this with the goods train having left Ramsbottom at 12.14. This distant signal is placed at the north end of a tunnel (No. 2) of 400 yards in length, and 705 yards distant from the lever by which it is worked, and it can be seen, in clear weather, by a train proceeding to Bury, when about one-fourth of the way through a short tunnel (No. 1) of 120 yards in length, which lies 129 yards north of tunnel No. 2.

As soon as this lever was let go, there does not seem to be any doubt that the signal porter, and the persons connected with the goods train, had every reason to suppose that all had been done that was necessary to protect the train; and, with the exception of the second guard, who was sitting in the van at the rear of the train, 520 yards inside the distant signal, they were occupied in getting the waggon out of the siding, and in backing it to the other part of the train standing on the main line, when the 11.55 a.m. passenger train from Accrington to Manchester, appointed to stop at Summerseat Station, at 12.32, emerged from the south end of tunnel (No. 2), whilst travelling at the rate of about 20 miles an hour, down an incline of 1 in 132, and immediately

East Lancashire Railway.

Collision at Summerseat.

afterwards ran into the goods van standing about 120 yards south of the mouth of the tunnel No. 2, destroyed the guard's break van, killing the second guard on the spot, severely hurt the guard of the passenger train, and knocked about or severely shook eight of the passengers. Two of the waggons of the goods train were much damaged, and a third was thrown off the line into the six feet space, and blocking the down line.

The driver, fireman, and guard of the passenger train all distinctly state that the distant signal was at " all right " as they approached and passed it from Ramsbottom Station, which is 1,364 yards north of this distant signal, and which place they left at 12.29 p.m., without having received any caution that a special goods train was in front of them; and it was not until the passenger train was coming out of tunnel No. 2, just after the guard had released the catch of Newall's patent break, with which the train was fitted, to allow it to become self-acting to a certain extent, in the usual manner for stopping at Summerseat Station, that the driver saw that there were waggons on the line in front, but he was unable to stop before the collision occurred, although the tender break was applied and the engine reversed.

Immediately after the collision the driver of the passenger train ran back along the line, at the desire of the guard, to Ramsbottom, to prevent other trains from coming on, and he says that the disc signal was, as he passed it, only three-fourths on to " danger."

The superintendent of the line examined the condition of this distant signal, which cannot be seen by the person who moves the lever, owing to the curved nature of the line, and to its passing through the tunnel No. 2, on the afternoon of the 27th ult., and he was then under the impression that the signal worked in a satisfactory manner; but the general manager having directed that a more special examination of this signal should again be made by the superintendent, it was found during the evening of the same day, that when the lever was let go the disc signal did not, in many instances, turn more than one-fourth round, or about $22\frac{1}{2}^{\circ}$ instead of 90°, and that it varied according to the manner in which it was worked.

I am of opinion that the cause of this very unfortunate accident was owing to a failure in the working of this distant signal, and not to any neglect of duty on the part of the Company's servants employed with either of those trains, or the signal porter at Summerseat; but I think a caution should have been given by the station-master at Ramsbottom to the guard and driver of the passenger train that a special goods train had recently left that station.

And, as the nature of the ground does not admit of the distant signal being seen by the man who works the lever at Brooksbottom, I would suggest that their Lordships should recommend the Directors of the East Lancashire Railway Company to make the circuit of the wire continuous from the lever to the disc signal, and thence back to the lever, by which the porter will at all times know if the movement of the lever causes the signal to turn to " danger."

I was glad to find that the East Lancashire Railway Company had added Newall's patent break to all their passenger trains. I do not profess, from the cursory examination I was enabled to make of this break, to give any opinion of its actual merits; but I am perfectly satisfied that it is correct in principle to endeavour to apply break power to every carriage and wheel that runs, rather than to one or two particular carriages at one or either extremity of a train. This patent break also serves as a means of communication between engine-driver and guard.

I have, &c.

To Captain Galton, R.E.
&c. &c.

W. Yolland,
Lieut.-Colonel Royal Engineers.

East Lancashire Railway, Secretary's Department,
Bury, Lancashire, October 18, 1855.

Sir,

Collision at Summerseat on the 27th ult.

Referring to your communication of the 16th inst., and the report of Lieut.-Colonel Yolland which accompanied it, I am instructed by the Directors to state that it is their intention to apply the magnetic telegraph between Summerseat and Ramsbottom, in the manner suggested by the Board of Trade

in their circular of the 12th of August 1854, and that they also intend to carry out the suggestion of Lieut.-Colonel Yolland with respect to making the circuit of the wire continuous from the lever to the disc signal and thence back to the lever.

East Lancashire Railway.

Collision at Summerseat.

I have, &c.

Captain Galton, R.E.
&c. &c.

James Smithells,
Secretary.

NORTH EASTERN RAILWAY.

North Eastern Railway.

Accident near Aycliffe to William Haigh, while engaged in greasing the axle of one of the carriages of the train which was conveying The Queen to Scotland.

Railway Department, Board of Trade,
Whitehall, October 12, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the fatal accident that occurred on the 6th ultimo, near Aycliffe, on the North Eastern Railway, to William Haigh, a greaser in the service of the Great Northern Railway Company, whilst he was engaged in greasing or examining the axles of one of the carriages of the train which was conveying The Queen to Scotland.

My Lords trust that the observations of the inspecting officer will receive the careful consideration of the Directors of the North Eastern Railway Company.

My Lords are glad to receive from this report a confirmation of that of which, however, they had had no doubt, that the Companies to whom has been committed the care of conveying Her Majesty from London to Scotland, have exercised this duty with the greatest solicitude for the safety of the Royal Train.

But my Lords concur with the inspecting officer in thinking that it is not desirable to resort to the use of exceptional methods for attaining this object, which may have a tendency to introduce new and unforeseen elements of danger, as has happened on the present occasion: and they direct me to observe, that if the particular kind of grease which was selected for the Royal Train had been sufficiently tested and found to be superior to that in ordinary use, it should have been employed with all trains; if, on the other hand, the Company had not had full experience of its merits, it ought not have been used on The Queen's journey.

My Lords are also of opinion that the whole responsibility of the arrangements for the working of the Royal Train should rest with the Company upon whose line for the time being the train is travelling.

My Lords observe that, in the instructions issued by the general manager of the North Eastern Railway, allusion is made to a mode of communication between the guards and engine-driver of the Royal Train.

My Lords request to be informed what this mode of communication was, and whether the same mode or some other is in use on all trains on the North Eastern Railway.

I am, &c.

The Secretary of the
North Eastern Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, October 12, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the fatal accident that occurred on the 6th ult., near Aycliffe, on the North-Eastern Railway, to William Haigh, a greaser in the service of the Great Northern Railway Company, whilst he was engaged in greasing or examining the axles of one of the carriages of the train which was conveying The Queen to Scotland.

My Lords trust that the observations of the inspecting officer will receive the careful consideration of the Directors of the Great Northern Railway Company.

North Eastern Railway.

Accident near Aycliffe to William Haigh.

My Lords are glad to receive from this report a confirmation of that of which, however, they had had no doubt, that the Companies to whom has been committed the care of conveying Her Majesty from London to Scotland, have exercised this duty with the greatest solicitude for the safety of the Royal Train.

But my Lords concur with the inspecting officer in thinking that it is not desirable to resort to the use of exceptional methods for attaining this object, which may have a tendency to introduce new and unforeseen elements of danger, as has happened on the present occasion: and they direct me to observe, that if the particular kind of grease which was selected for the Royal Train had been sufficiently tested and found to be superior to that in ordinary use, it should have been employed with all trains; if, on the other hand, the Company had not had full experience of its merits, it ought not to have been used on The Queen's journey.

My Lords are also of opinion that the whole responsibility of the arrangements for the working of the Royal Train should rest with the Company upon whose line for the time being the train is travelling.

My Lords observe that, in the instructions issued from the general manager's office on the Great Northern Railway, it is stated that the communication between guards and engine-driver will be used *on this occasion*. My Lords request to be informed what this mode of communication was, and whether the same mode or some other is not used on all trains on the Great Northern Railway.

I am, &c.

The Secretary of the Great Northern Railway Company.

Douglas Galton, *Captain Royal Engineers.*

(Enclosure.)

Railway Department, Board of Trade,
1, Parliament Street, September 27, 1855.

Sir,

In compliance with the instructions contained in your letter of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the fatal accident that occurred on the 6th instant, near Aycliffe, on the North Eastern Railway, to Wm. Haigh, a greaser, in the service of the Great Northern Railway Company, whilst he was engaged in examining or greasing the axles of one of the carriages of the train which was conveying Her Majesty to Scotland.

The arrangements for the journey from London to Edinburgh appear to have been principally made by the Great Northern Railway Company, which furnished the whole of the state carriages, and it is quite certain that great care was exercised, and apparently no inconvenience to the ordinary traffic of the several lines of railway was suffered to interfere with what was deemed essential towards rendering the Royal journey both punctual and safe. I enclose copies of the printed instructions and time table, and by the following extract from those issued by the general manager of the Great Northern Railway Company, it will be seen that it was ordered that "that the train "should be accompanied by its own fitters, lampmen, and greasers, provided "with a particular description of grease, which is alone to be used. These "men will proceed as far as Banchory on the Deeside Railway, and will return "in charge of the Great Northern state carriages;" and by the paper headed "Her Majesty's Journey to Scotland," it is directed that "the two greasers "must keep a constant look-out, one on each side of the train, so as to observe "any defects in the wheels, or other parts of the carriages, and on stopping at "a station must examine and grease every axle-box."

The Royal Train, consisting of engine and tender, two breaks, two trucks, the Royal Saloon, and seven other carriages, left London for Edinburgh at 8.0 a.m. on Thursday the 6th September. Between Peterborough and Grantham the axle-boxes of some of the carriages became hot, and the greasers got out of their vans and supplied either grease or oil whilst the train was in motion, and several of the bearings were found to be warm when the train stopped at Grantham. At Bawtry the axle bearings of one of the vans and also of one of the other carriages were found to be hot, and, although the bearings of the van were cooled at Bawtry, it was necessary to stop the train and to take the van off at Doncaster, $8\frac{1}{4}$ miles from Bawtry; and the van was subsequently

brought on to York by the pilot engine, which followed the Royal Train. Several of the men, guards or greasers, who travelled with the train, got outside the carriages to grease the axle-boxes between Grantham and Doncaster, whilst the train was proceeding at its usual speed. At York the axle bearings of the Royal Saloon were found to be very hot, and those of several of the other carriages were warm. At Darlington the bearings of the Royal Saloon were again found to be very hot, and Her Majesty got into another carriage, and the Saloon was left behind, until a new brass could be fitted to the axle, instead of one previously in use, which was spoiled by the heating. The Royal Saloon was afterwards taken on to Edinburgh. The bearings of two of the other carriages were found to be hot at Darlington, and had to be cooled.

The deceased, William Haigh, was in the service of the Great Northern Railway Company at Doncaster, and he was one of the men selected to proceed with the Royal Train to Banchory as a greaser; he was seen to get out of the van between Peterborough and York, to supply grease to the axle-boxes whilst the train was in progress. At Darlington he quitted the hindmost van in which he had been riding, and let himself in, on the off side, to the first compartment of the adjoining first-class carriage, which had previously had hot axle bearings, and shut himself in; and a few minutes after the train left Darlington he was seen by a platelayer stationed on Ricknall Bridge, to get out of the carriage, on the off side, on to the foot-board, to walk towards the rear of the carriage, and then to turn round, after which he stooped down, apparently to examine or grease the axle-box; and as the train passed over a wooden trussed bridge over the Skerne river, the platelayer saw something white fly up in the air, which he thought was a newspaper; but on going to the spot he found the body of a man lying on the north side of the bridge, having a white jacket on. His head and right shoulder appeared to have been first in contact with the third upright of the trussed bridge, which supports the down line of rails (a separate trussed bridge being devoted to the up line of rails). His skull was fractured, his right arm broken, and his left foot broken across the instep, and almost wrenched off. Blood was traced on the 3rd and intermediate between the 8th and 9th uprights. He was quite dead.

A gentleman in one of the carriages appears to have been aware that the deceased had fallen off the carriage, and an intimation was conveyed to one of the guards, who communicated with the driver by signal, and the train was stopped at Ferry Hill, 13 miles from Darlington, when the Superintendent of the North Eastern Railway passenger traffic noticed that the carriage from which the deceased fell had an axle-box open on the off side, and the platelayer found an oil-can lying on the bridge over the Skerne.

The top of the uprights of the trussed bridge stands about 3 feet 2 inches above the metals of the railway, and the sides of the uprights are only 2 feet 5½ inches from the rails; the sides of the carriages project 1 foot 3½ inches beyond the rails, so that there was only 1 foot 2 inches clear space between the sides of the carriages and the sides of the uprights of the bridge; and the top of the uprights stands 1 foot 5½ inches above the foot-board of the carriage on which the deceased stood, stooping or kneeling, with his face to the front of the train. In such a position on a train, travelling at the rate of about 46 miles an hour, it was quite impossible that a man should escape with his life; and as it is quite certain that this man lost his life in endeavouring to keep the axle bearings cool, it is important to ascertain the probable cause of the great number of hot axle bearings during this journey.

The whole of the state carriages composing the Royal Train are stated to have been in perfect order. The train was run up and down on the line of the Great Northern Railway between Doncaster and Newark about the 3d September at the speed of an ordinary train, and it was sent up to London to be in readiness with the 4. 10 p.m. up express train, which is said to have kept good time, when all the axle bearings are stated to have kept quite cool. The proposed speed of the Royal Train did not materially exceed the speed of the daily express train, leaving King's Cross for the north at 9.30 a.m.

The road is said to have been very dusty on the 6th September, and the dust would be likely to increase the tendency for the axle bearings to become hot. According to the time table the greatest speed of the Royal Train should have been attained between London and Peterborough, a distance of 76½ miles, which was accomplished without stopping.

North Eastern Railway.

Accident near Aycliffe to William Haigh.

It will be noticed that the printed instructions specified that a particular kind of grease should alone be used, and when the carriages of the train were examined at Peterborough that grease was found to be flush with the top of the greater portion of the axle-boxes, from which fact and from the general observations made throughout the journey, there appears to be little doubt that the grease used was too stiff, and that the number of hot axle bearings was probably principally due to the kind of grease made use of.

I made particular inquiries, but did not learn that any instructions, verbal or written, had been given to the greasers who accompanied the train, to get out of the van to examine or grease the axles whilst it was in motion. There is no direct prohibition in the printed instructions that they should not do so, although it may be thought to be implied. It is, therefore, deeply to be regretted, that when the officers of the Great Northern Railway Company became aware that their men got out to grease the axles between Peterborough and Doncaster, they did not positively prohibit their doing so again, especially whilst travelling on a line of whose peculiarities of construction they could not be expected to be cognizant.

I was informed that when the train reached York, the men sent from King's Cross Station agreed among themselves not to get out of the vans again whilst the train was in motion, but unfortunately the deceased was not of the number, as he belonged to Doncaster.

It is contrary to the regulations on the North Eastern Railway for a man to get out on the foot board and examine or grease the axle-boxes whilst a train is in motion; but the reason assigned by the servants of the North Eastern Railway Company for not keeping the greasers in the van was that, by the printed instructions, the Great Northern servants had duties to perform, and should not be interfered with.

In conclusion, I beg to observe that it does not appear to me that the introduction of exceptional methods on the several lines of railway to be traversed is at all calculated to increase the safety of Her Majesty's journeys. Neither greasers nor grease are sent with the ordinary express trains, although carriages belonging to different companies constantly pass on to other lines than their own. Grease should be available at every station on the line, and it is to be presumed that the several companies use that mixture which they find best adapted for preventing hot axle bearings, and do not generally prepare peculiar mixtures to be only used on occasional journeys. Again, the full responsibility for such journeys should devolve on the officers and servants of the Company on which the train is travelling. In this instance, although the accident occurred on the North Eastern Railway, yet I consider it arose from causes over which they had no control.

I also very much question the propriety of causing a pilot engine to follow the Royal Train at an interval of five minutes. A slight delay would certainly be of very much less importance than the risk of collision caused by an accidental sudden stoppage of the Royal Train between two adjoining stations. In the summer months, and during fine weather, this practice would not be near so objectionable or dangerous as during the winter months, and bad and foggy weather.

I have, &c.

W. Yolland,
Lt.-Colonel Royal Engineers.

Captain Galton, R.E.
&c. &c.

[*For the information of the Servants of the Company only.*]

GREAT NORTHERN RAILWAY.

General Manager's Office, King's Cross, September 1st, 1855.

HER MAJESTY'S JOURNEY TO SCOTLAND.

Instructions.

The Royal Train will leave King's Cross Station at eight o'clock in the morning of Thursday, 6th September inst.; it will pass, arrive at, and depart from, the various stations according to the accompanying time table.

A pilot engine will leave King's Cross Station five minutes after the Royal Train, and it will follow it as far as York at this interval; but at the stations and tunnels where the electric telegraph has been established in connection with the signals, the pilot engine must not be allowed to go "*in*" until the Royal Train has been telegraphed "*out*," unless any unusual time should have been occupied by the Royal Train in travelling between any two telegraph stations, when the pilot must be stopped, informed of the circumstances, and allowed to proceed cautiously.

The danger signals must be exhibited at the stations for the *exact* period of five minutes after the passing of the Royal Train ; and the attention of the clerks in charge is most particularly directed to this, as it will be a guide to the running of the pilot engine.

At HITCHIN and HUNTINGDON the train and pilot engine will pass through the straight line, without stopping at either station.

At PETERBOROUGH the engine will be changed.

At GRANTHAM the engine will take water.

At BAWTRY the engine will be changed.

At DONCASTER the train will pass through the straight line, without stopping at the station.

At KNOTTINGLEY the train will pass slowly, without stopping, through the usual line.

On arrival at YORK the train will stop at the ticket platform, where the Great Northern engine will be detached, and a North Eastern pilot engine will push the train into the station.

At the stations where the Royal Train is timed to stop, the public must be kept within barriers on the down platform waiting rooms and offices, so as to prevent those who are admitted from pressing on the platform so as to crowd near the Royal Carriages; and those who are admitted on the up side, must be kept ON the platform, and not allowed to get on to the line.

To avoid all chance of detention to the Royal Train, the line and stations must be perfectly clear one half-hour before the time named in the accompanying bill, and all other traffic must therefore be stopped, and trains shunted, until the Royal Train and pilot following shall have passed.

Gatekeepers must be very particular not to allow any obstruction at the level crossings—and platelayers are so to dispose themselves along their lengths as to prevent the possibility of any impediment at the occupation road crossings.

The communication between guard and engine driver will be used on this occasion ; in addition there will be a man on the tender continually looking back, to take cognizance of any signals that may be made from platelayers or others.

The train will be accompanied by its own fitters, lampmen, and greasers, provided with a particular description of grease, which is alone to be used. These men will proceed as far as Banchory on the Deeside Railway, and will return in charge of the Great Northern state carriages.

SEYMOUR CLARKE,
General Manager.

London, King's Cross Station,
September 6th, 1854.

GREAT NORTHERN RAILWAY.

General Manager's Office, King's Cross Station,
London, 1st September, 1855.

HER MAJESTY'S JOURNEY TO SCOTLAND.

THE Great Northern Company will provide carriages for the whole journey. Guards from King's Cross to York only. Grease, greasers, lampmen, and a foreman coach builder in charge of the carriages, and a look-out man to ride on the tender, who will go through to Banchory.

The Royal Carriages will be provided with the usual cord communication from the last break van to the tender.

On the lines which have the bells on their tenders, the other end of the cord will be attached to the apparatus; where not provided, the cord will be attached to the arm of the look-out man on the tender.

The look-out man must keep his face towards the rear of the train, so as to observe any signal that may be given by means of the semaphore on the roof of the Royal Carriage, or from any of the guards or other attendants, in addition to the bell signal.

The look-out man must communicate, instantly, any signal he receives, to the driver.

The two greasers must keep a constant look-out, one on each side of the train, so as to observe any defects in the wheels or other parts of the carriages, and on stopping at a station, must examine and grease every axle-box.

The guards are to keep a regular look-out on both sides of the train ; one must ride in the front and one in the last van.

SEYMOUR CLARKE.

ROYAL TRAIN from LONDON to EDINBURGH on THURSDAY, the 6th of September 1855.

The Royal Train will consist of the following Carriages in order given, viz. :—

1.—Engine and tender.
2.—Break.
3.—First-class carriage for servants.
4.— ditto pages and other attendants.
5.—Family carriage for Ladies of the Suite.
6.—Blue Saloon for the Princesses.
7.—ROYAL SALOON.
8.—Blue Saloon for the Princes.
9.—Family carriage for Gentlemen of the Suite.
10.—First class for the directors and the press.
11.—Truck for the Queen's Fourgon.
12.—Truck for the dresser's carriage.
13.—Break.

The Party will consist of—

Her Majesty and Prince Albert.
The Princes and Princesses.
Two Governesses.
Two Ladies in waiting.
Two Gentlemen of the Suite and twenty servants.

The Royal Saloon has on the top a semaphore signal, worked from the interior of the carriage.

A man will travel on the tender, looking backward, so as to keep this semaphore constantly in view. He will have tied round his arm the end of the cord communicating with the guard in the end break, thus giving the guard free communication with the driver. The Great Northern to find a man for this service from London to York. The North Eastern from York to Edinburgh.

North Eastern Railway.

Accident near Aycliffe to William Haigh.

The engines of the Great Northern to run to York.

The Great Northern Railway guards to stop at York.

The Great Northern carriage foreman and four waggon greasers to accompany the train from London to Edinburgh.

Carefully prepared grease to be provided by the Great Northern Company, and four extra grease boxes to be sent for the use of other men who may assist in greasing the carriages at stopping places.

The waggon greasers to ride two in each van, and to keep watch on each side of the train so as to observe any indications of heating, and, if needful, communicate with the guard that the train may be stopped.

To provide for the reversal of the train at York and Newcastle, the leading van from London to be run with the break end first, and the end van to have the rollers of the cord so arranged as to obviate any difficulty in attaching it to the man on the tender.

The North Eastern will change engines at Darlington, Newcastle, and Bilton.

Mr. Fletcher will ride upon the engines from York to Berwick.

The engineers will take care that all facing points on the down line are *blocked* before the arrival of the engine preceding the Royal Train, and that a man remains at each until the following engine has passed. Special instructions on this head will be issued to the station-masters also.

The engineers will station the platelayers all along the main line from Knottingley to Berwick, at regular intervals; each platelayer to have a red and white flag.

York Arrangements.

A sufficient guard to be placed on each side of the ticket platform at York, to prevent annoyance to the Royal Party, during the temporary stoppage of the Royal Train at that point.

On arrival at the ticket platform, the engine to be detached, and a pilot engine in readiness to push the train into the station.

A man with a red flag to be placed on the arrival platform, at a point where the footboard of the pushing engine shall stop. Such point to be selected so as to stop the royal saloon exactly opposite the square platform carpet.

The platform to be carpeted from the step near the railing to the barrier, beyond the hotel entrance. A square carpet to be laid down opposite the Royal Saloon.

The refreshment and ladies' waiting rooms to be closed.

The passage near the hotel on the arrival platform to be boarded up, and a barrier to be erected from the end of the luggage office to the iron railing.

The arrangements for luncheon, and generally as respects the hotel, to be the same as on the occasion of Her Majesty's visit, September 14th, 1854.

Darlington Arrangements.

A barrier to be placed along the platform so as to keep a space of six feet clear from end to end in front of the carriages.

The county police to be in attendance.

Newcastle Arrangements.

The entire platform in front of the Royal Train to be kept clear.

Bilton Arrangements.

The down platform to be kept clear.

Arrangements at Berwick Station will be made by the North British Company.

William O'Brien, Secretary.

(*Private.*)

NORTH EASTERN RAILWAY.

To Station Masters.

Her Majesty, Prince Albert, and the Royal Family will travel by special train from London to Edinburgh on Thursday, the 6th September. Mr. Fletcher will be in charge of the train.

The progress of the Royal Train will be regulated in exact accordance with the annexed time bill, which you are requested carefully to examine.

The stopping places on the North Eastern Railway are York, Darlington, Newcastle, Bilton, and Berwick.

A pilot engine, under the charge of Mr. Armstrong, will precede the Royal Train, and will stop at or pass the Stations *half an hour* before the Royal Train.

An engine, under the charge of John Bell, will *follow* the Royal Train. This engine will not approach within five minutes of the Royal Train during its progress, except at stations where it is timed to stop.

The down line must be kept clear for fifteen minutes previous to the passing of the pilot engine in advance, and until the engine following the Royal Train has passed also.

You are required to see that all facing points at or near your station are *blocked*, prior to the passing of the pilot in advance of the Royal Train, and so to remain until the engine following the Royal Train has passed.

You are also required to see the chocks of the down sidings at or near your station are shut and locked previous to the pilot engine in advance passing your station, and so to remain until the engine following the Royal Train has passed.

At each down station the *all right* signal *by flag* must be shown from the down platform, and no other person than the signalman must be allowed to come upon the down platform until after the Royal Train has passed.

The signalman must SHOW A RED FLAG FOR FIVE MINUTES AFTER THE PASSING OF THE ROYAL TRAIN, and the engine following the Royal Train must not pass a station where this flag is shown, as it will indicate that the Royal Train is not five minutes in advance.

Telegraph stations from Knottingley to York must telegraph forward to the next down telegraph station and to *York*, and backward to the next telegraph station on the passing of the Royal Train.

Telegraph stations from York to Darlington must telegraph forward to the next telegraph station, and to Darlington and Newcastle, and *back* to the next telegraph station.

Telegraph stations between Darlington and Newcastle must telegraph *forward* to the next down telegraph station, and to Newcastle and *back* to the next telegraph station.

Telegraph stations from Newcastle to Berwick must telegraph forward to the next telegraph station and to Berwick, and *back* to the next telegraph station.

Clerks at intermediate stations must pay strict attention to their instruments until the train has passed the telegraph station next south, so that without inquiry they may be in possession of proper information respecting its progress.

Porters at the various stations to stand during the passing of the Royal Train on the up platform, and station-masters must see that they are clean and properly dressed.

Special instructions will be issued as respects York, Darlington, Newcastle, and Bilton Stations.

The train from York at 11.50 a.m. will remain at Darlington until after the engine which follows the Royal Train has passed.

A. C. SHERIFF.

TIME TABLE for regulating the Progress of the Train to convey Her Majesty from London to Edinburgh on the 6th September, 1855.

Name of Station.	Distance.	Time of Arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of Departure from Stations at which the Train will stop.
Great Northern.	Miles.	A. M.	A. M.	A. M.
LONDON	- -	- -	- -	8 0
Hornsey	4	- -	8 10	
Colney Hatch	6¼	- -	8 13	
Barnet	9¼	- -	8 17	
Potter's Bar	12¾	- -	8 22	
Hatfield	17¾	- -	8 26	
Welwyn	22	- -	8 30	
Stevenage	28¼	- -	8 37	
Hitchin	32	- -	8 42	
Arlsey	37	- -	8 48	
Biggleswade	41	- -	8 53	
Sandy	44	- -	8 55	
St. Neot's	51¾	- -	9 2	
Offord	55¾	- -	9 7	
Huntingdon	58¾	- -	9 10	
Holme	69¼	- -	9 24	
PETERBOROUGH	76½	9 35	- -	9 38
Tallington	84¾	- -	9 52	
Essendine	88½	- -	9 58	
Little Bytham	92	- -	10 3	
Corby	97	- -	10 12	
Great Ponton	102	- -	10 18	
Grantham Junction	105¼	- -	10 23	
Hougham	111½	- -	10 31	
Claypole	115¼	- -	10 35	
Newark	120	10 42	- -	10 45
Carlton	126¼	- -	10 54	
Tuxford	131¾	- -	11 3	
RETFORD	138½	- -	11 12	
Sutton	142	- -	11 17	
Ranskill	144¼	- -	11 20	
Scrooby	146	- -	11 22	
Bawtry	148	11 25	- -	11 28
Rossington	151½	- -	11 34	
DONCASTER	156¼	- -	11 43	
Arksey	158½	- -	11 46	
Askern	162	- -	11 53	
Norton	164½	- -	11 55	
Womersley	166½	- -	11 58	
Knottingly Junction	171	- -	12 5	
North Eastern.				
Burton Salmon	173½	- -	12 10	
Milford Junction	176	- -	12 13	
Sherburn	177½	- -	12 16	
Church Fenton Junction	179¾	- -	12 19	
Ulleskelf	181½	- -	12 22	
Bolton Percy	182¾	- -	12 24	
Copmanthorpe	186¾	- -	12 29	
York Ticket Platform	191	- -	12 35	
YORK STATION	- -	12 42	- -	1 15
Shipton	196¾	- -	1 24	
Tollerton	200¾	- -	1 29	
Alne	202½	- -	1 31	
Raskelf	204½	- -	1 34	
Pilmoor Junction	207¼	- -	1 37	
Sessay	209¼	- -	1 40	

Name of Station.	Distance.	Time of Arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of Departure from Stations at which the Train will stop.
North Eastern, cont.	Miles.	P. M.	P. M.	P. M.
Thirsk Junction	213½	- -	1 45	
Otterington	217¾	- -	1 49	
Northallerton	221¼	- -	1 54	
Cowton	228½	- -	2 3	
Dalton Junction	230½	- -	2 5	
Croft	232½	- -	2 8	
DARLINGTON	235½	2 12	- -	2 17
Aycliffe	241	- -	2 28	
Bradbury	245½	- -	2 35	
Ferry Hill Junction	248¼	- -	2 40	
Shincliffe	253	- -	2 46	
Sherburn	255	- -	2 50	
Belmont Junction	256½	- -	2 53	
Leamside	257¾	- -	2 56	
Fence Houses	260	- -	2 59	
Pensher Junction	262	- -	3 2	
Washington	263¼	- -	3 6	
Pelaw Junction	268¼	- -	3 14	
Gateshead	271½	- -	3 20	
NEWCASTLE	275	3 25	- -	3 30
Heaton	276¾	- -	3 33	
Killingworth	281	- -	3 39	
Cramlington	285	- -	3 44	
Netherton	289	- -	3 49	
Morpeth	293½	- -	3 53	
Longhirst	295¼	- -	3 58	
Widdrington	298¼	- -	4 2	
Acklington	303½	- -	4 8	
Warkworth	307	- -	4 13	
Bilton Junction	309¾	4 17	- -	4 20
Longhoughton	312½	- -	4 24	
Christon Bank	318	- -	4 32	
Chathill	321	- -	4 37	
Newham	322	- -	4 39	
Lucker	324¼	- -	4 42	
Belford	326½	- -	4 45	
Beal	333½	- -	4 56	
Scremerston	338½	- -	5 3	
Tweedmouth	340¾	- -	5 8	
BERWICK	342	5 10	- -	5 15
North British.				
BERWICK	- -	- -	- -	5 15
Burnmouth	347¾	- -	5 25	
Ayton	349¼	- -	5 28	
Reston Junction	353¼	- -	5 35	
Grants House	358¼	- -	5 42	
Cockburnspath	363	- -	5 50	
Innerwick	365¾	- -	5 54	
Dunbar	370¾	6 2	- -	6 6
Linton	376¼	- -	6 14	
East Fortune	378¾	- -	6 17	
Drem Junction	381¾	- -	6 21	
Longniddry Junction	386¼	- -	6 27	
Tranent	390	- -	6 32	
Inveresk	393	- -	6 36	
Portobello	396½	- -	6 41	
EDINBURGH ST. MARGARETS	399 *arr.*	6 45		

North Eastern Railway.

Accident near Aycliffe to William Haigh.

North Eastern Railway,
Secretary's Office, York, October 20, 1855.

SIR,

I HAVE submitted to the Board of Directors of this Company your communication of the 12th instant, enclosing copy of a report from the inspecting officer of the Board of Trade, respecting a fatal accident, on the 6th October, to William Haigh, a greaser, accompanying the train conveying Her Majesty to Scotland.

I am directed, in reply, to inform you that the mode of communication between the guards and engine-drivers referred to in the instructions of the general manager of this Company is by means of a cord and bell, and is used on the following trains:—

Down Trains.		*Up Trains.*	
Leaving York at - 2 0 A.M.		Leaving Berwick at - 1 25 A.M.	
,, - - 3 45 ,,		,, - - 1 20 P.M.	
,, - - 9 0 ,,		,, - - 7 8 ,,	
,, - - 2 40 P.M.		,, - - 11 5 ,,	

The practice of running a pilot engine after the Royal Train was adopted, in consequence of a request made some years ago by an officer of the Government, and it has been continued ever since; with a view of removing the objections expressed by the inspecting officer on this point, the Directors propose on future occasions to allow an interval of ten instead of five minutes between Her Majesty's train and the following pilot engine.

I have, &c.

The Secretary,
Railway Department, Board of Trade.

W. O. BRIEN,
Secretary.

The Great Northern Railway. Secretary's Office,
King's Cross Station, London, October 23, 1855.

SIR,

YOUR letter of the 12th instant, and the accompanying report of Lieut.-Colonel Yolland, the inspecting officer appointed by the Lords of the Committee of Privy Council for Trade, to inquire into the circumstances attending the fatal accident to the late William Haigh, a greaser in the service of this Company, whilst engaged in greasing one of the axles of the train conveying Her Majesty to Scotland on the 6th September last, have been laid before the Directors, and I am to state, in reply, for the information of their Lordships, that the arrangements for the Royal Train were made throughout the entire distance from London to Banchory by Mr. Seymour Clarke, the general manager of this Railway, in compliance with a request to that effect specially made by the Hon. General Grey, Her Majesty's equerry in waiting; and that the several Railway Companies concerned were fully cognizant of, and assented to such arrangements.

I am, however, to add that on any future occasion of Her Majesty travelling by this railway, the suggestions of their Lordships shall receive the consideration due to the important subject to which they relate.

To the latter portion of your letter, adverting to the signal between the guards and engine-drivers used on the occasion, I am to reply, that the mode of signalling then adopted is the same as is generally used in the trains on this railway.

I have, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade.

J. R. MOWATT,
Secretary.

North Eastern Railway.

Accident at the Newby Wiske Station.

NORTH EASTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, October 16, 1855.

SIR,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the

circumstances which attended the accident to a passenger train, on the 14th ult., at the Newby Wiske Station on the North Eastern Railway.

North Eastern Railway.

Accident at the Newby Wiske Station.

My Lords trust that the report will receive the careful attention of the Directors.

I have, &c.

The Secretary of the North Eastern Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade, Whitehall, October 5, 1855.

Sir,

In compliance with the instructions contained in your letter of the 21st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 14th ultimo, near the Newby Wiske Station of the North Eastern Railway.

Newby Wiske is four miles to the south of Northallerton, on the late Leeds Northern Railway, and this part of the line being single, the two lines of the station run into one, at a point 300 yards to the south of the platform.

As the 9.35 a.m. passenger train from Stockton, was starting from Newby Wiske at 10.50 on the 14th ultimo, the engine left the rails near this point of junction of the two lines; but the tender, fortunately, broke loose from the carriages, and, with the exception of two wheels of a horse-box, the remainder of the train was left standing on the road. The speed was not greater than 10 or 12 miles an hour, and, of the passengers, one lady only received a slight contusion.

The engine, No. 367, is on six wheels, and the four hinder wheels are coupled. It is about six years old; it has been lately in the shop, when it had new brasses, the wheels turned up, and was thoroughly overhauled; and it appears to be in good order. The wheels were found to be in proper gauge by the locomotive superintendent after the accident, and the engine has been running, without alteration, ever since.

The superintendent of the permanent way was in the train, and the inspector was on the engine when the accident happened; and their statements are to the same effect as those of the driver and guard of the train.

This part of the line is on a curve, and the evidence of these witnesses leaves no doubt that the off wheels of the engine mounted the check rail of the crossing, and that the flanges of the near wheels, having been thus liberated from their pressure against the near rail, the engine was enabled, in obedience to the laws of centrifugal force, to run off the road on the outside of the curve.

Besides the marks on the check rail, and on the near rail, one yard in its rear, the only disturbance observable on the line, behind the spot where the engine was thrown off, was the fracture of the two chairs in rear of the check rail, on the off side. These chairs were broken across their bases, under the rail, but were not shifted; and the keys and spikes were all found in their places. The line was observed to be three-quarters of an inch wide in gauge, and the outer rail of the curve to be half an inch higher than the inner rail, which is as much as could be allowed at that spot, in consequence of the curve in the contrary direction, which immediately follows, and because "through" sleepers are employed, in order to bind the two lines together.

After the accident, the driver of the 6 p.m. train of the previous day from Stockton stated, that, in passing the same spot the evening before with a heavy engine and a passenger train, he had felt a jump, and had imagined, in the first instance, that his engine was thrown off the rails; but that, as his carriages had passed without accident, he took no further notice of the circumstance, believing that there must have been something on the rails which caused his engine to jump. An engine also passed the spot at eight o'clock the same morning, but the driver did not observe anything wrong.

There appears to be no doubt, that this accident was *immediately* caused by the wheel of the engine striking the check rail of the crossing, in consequence of the rails having been a little wide in gauge; and, it is possible, that the chairs were broken, and that the line was strained, on the previous evening,

North Eastern Railway.

Accident at the Newby Wiske Station.

when the driver of the 6 p.m. train from Stockton felt his engine jump, apparently, from something having been placed on the rails;—and that this last was the *ulterior* cause of the mishap.

I have, &c.

The Secretary of the Railway Department of the Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

North Eastern Railway.

Collision at the Bradbury Station.

NORTH EASTERN RAILWAY.

Railway Department, Board of Trade, Whitehall, October 16, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the accident that occurred at the Bradbury Station on the North Eastern Railway on the 20th ultimo.

My Lords request me to call the attention of the Directors to the remark of the inspecting officer, that it is the frequent practice at the Bradbury Station to shunt trains from the up line to the down line of rails, and *vice versâ*, for the purpose of allowing other trains to pass. My Lords direct me to observe that this practice has been a very frequent cause of accident on railways, and they, therefore, trust that the directors will take steps to render it unnecessary in future, either by the construction of sidings or by an alteration in the arrangements for running the trains.

I am, &c.

The Secretary of the North Eastern Railway Company.

Douglas Galton, *Captain Royal Engineers.*

(Enclosure.)

Railway Department, Board of Trade, Whitehall, October 4, 1855.

Sir,

In compliance with the instructions contained in your letter of the 24th September, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances that attended the accident, that occurred on the 20th ultimo, at the Bradbury Station of the North Eastern Railway.

Bradbury is about 10 miles to the north of Darlington, and, 40 yards to the south of the station platform, there is a cross-over road communicating between the two main lines.

On the 20th ultimo, a pick-up goods train proceeding southwards was stopped at Bradbury by signal at 9.25 a.m., to take on two trucks; and the station-master directed the guard to shunt to the down line, for the purpose of allowing a "through" goods train to pass, which was in sight close behind it, as well as to clear the line for a passenger train which was due to pass the station, without stopping, in three minutes. The guard did not hear the station-master say anything about the passenger train, but understood that he was to shunt for the waggons which were waiting in the down line siding, and to allow the "through" goods train to pass. The pick-up train was accordingly shunted; the "through" goods train passed; the two extra waggons were brought out of the siding, and attached to the former; and the head guard remarked to the station-master that the passenger train was 20 minutes late. But the station-master looked up at the same moment, and, seeing it coming, remarked that this could not be the case, inasmuch as it was approaching, only 10 minutes after time.

The station-master then went into his office, and, returning immediately afterwards to the platform, saw the pick-up train moving forward, the under guard holding the points to direct it to the up line, and the head guard jumping on the engine; and he shouted and signalled to the under guard to let the points alone, but without effect. The head guard had seen the passenger train approaching, and his own train moving forward; and had run after, and leaped

North Eastern Railway.

Collision at the Bradbury Station.

on the pick-up engine, to warn and stop the driver, but was not able to do so in time to prevent his getting in the way of the passenger train.

That train was passing the station at the rate of 40 miles an hour, the driver having found the signals at "all right," and having seen the pick-up train standing quietly at the station until he was very near it. It was exceedingly fortunate that the engine of the pick-up train did not go a few yards further, as, in that case, the consequences to the passengers might have been very disastrous. As it was, the passenger carriages were grazed, and a horse-box in the rear, containing a corpse, was knocked to pieces, whilst the corner of the buffer plank of the pick-up engine was broken off.

The passenger train was composed of five carriages, two horse-boxes, and a van; and, fortunately, none of the passengers were injured.

The pick-up train was composed of six trucks, and was an hour late, in consequence of its having been detained on the road for that length of time by a ballast engine, about a mile and a half to the north of Bradbury. It had left Newcastle punctually at four o'clock in the morning.

The driver is represented by all parties to have been a particularly cautious, and most deserving man; but, on this occasion, he had no right to move from the down line without first receiving an order to do so from the guard, and without seeing that he was properly protected by the signals. He has been discharged from the service of the Company in consequence of this accident, as well as his fireman, and I had not therefore an opportunity of examining either of them; but his only excuse after the accident is stated to have been, that he entirely forgot the passenger train.

The station-master says that he had no communication with this driver on the occasion, and the guard, that the last words he used to him were to the effect that he was to shunt "because the waggons were on the down line siding, and that the passenger train would be due before they could be ready." The guard told the station-master that the passenger train was 20 minutes late, because he had heard that such was the case from some person at Ferry Hill—the next station, but he did not know from whom. He did not remember whether he had mentioned this circumstance to the driver or not.

The *under* guard was standing near the siding points, when he received a signal from the hand of the driver directing him to go to the other points, for the purpose of turning him on to the up line, and he obeyed, in ignorance of the approach of the passenger train. This man has been degraded by the Company, for not seeing that the pick-up train was protected by the signals before complying with the driver's directions, and for not objecting to obey him, on the score of the passenger train being due.

This accident was caused, then, by want of thought on the part of the driver, and all the servants of the Company who could be blamed for their share in the transaction, have been severely punished. The only remark that I have to offer in connection with it is, that, as it appears to be a common practice at this station to shunt trains from the up to the down main line, for the purpose of allowing other trains to pass, and as there is no siding from the up line in which a train could be placed, it would be better that such a siding should be provided.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

SOUTH EASTERN RAILWAY.

South Eastern Railway.

Collision at the Marden Station.

Railway Department, Board of Trade, Whitehall, October 16, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieutenant-Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the collision that occurred on the 24th ultimo, at the Marden Station, on the South Eastern Railway.

My Lords direct me to point out that this accident would appear to have been due to the want of a staff of porters at the station adequate to the requirements of the traffic.

South Eastern Railway.

Collision at the Marden Station.

My Lords trust that the Directors will take steps to remove this source of danger, and that they will also carefully consider the recommendation of the inspecting officer that steps should be taken to render it impossible for waggons in sidings from being moved on to the main line without the concurrence of the station-master, either by the use of locked points or chock blocks, or by some other arrangement.

I am, &c.

The Secretary of the South Eastern Railway Company.

Douglas Galton, *Captain Royal Engineers.*

(Enclosure.)

Railway Department, Board of Trade, 2, Parliament Street, October 9, 1855.

Sir,

In compliance with the instructions of the 28th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision on the 24th September, at Marden Station, on the South Eastern Railway.

It appears that as the 11.15 a.m. up tidal passenger train from Folkestone to London, consisting of 10 carriages, including the break van, came in sight of Marden Station, the driver found the distant and station signals at "all right:" but just before he reached the station about 12.30, he observed that the end of a loaded coal truck, which was standing in a siding to the west of the station house, was not clear of the up main line; and in consequence, he sounded the whistle for the guard's break, caused the tender break to be applied, shut off his steam, reversed the engine, and set it on again, and did all in his power to stop, but the buffer plank of the engine immediately afterwards struck the truck, drew it slightly forwards, and it was then grazed by the tender and the guard's break van, and then by several of the passenger carriages, by one of which it was knocked round and capsized; comparatively little damage was done to the carriages and engine of the train, and fortunately only one gentleman was hurt; the coal truck was broken to pieces. The train when it came in sight of Marden was travelling at its ordinary speed, of about 40 miles an hour, and the means adopted by the driver for stopping the train is supposed to have reduced the speed to about 28 or 30 miles an hour, so that it is well that the collision was not attended with much worse consequences.

Immediately contiguous to and lying west of the station house, and south of the main lines, are two sidings parallel to each other; under the southmost of these, coal wharves have been constructed, which are rented of the South Eastern Railway Company by different coal merchants. Trucks are shifted from one of these sidings to the other, by means of a shifting rail, a short distance from the main line, which rail, at the time of my inspection, was not in good working order.

On the morning of the 24th September, Mr. W. Russell, who rents three of these wharves from the Railway Company, commenced moving his coal trucks from the northmost siding to that over his wharves, in which he was assisted by one of the porters, and by two platelayers, during their breakfast hour: and when one of his two trucks had been moved, he asked the porter to assist in moving the other, but the porter refused: and when questioned by me, denied that he had done so in the first instance, but subsequently admitted that it was so, and that he had refused because there would not have been time before the arrival of the up express, at about 9.1 a.m. I was not satisfied of the validity of this after excuse. When Mr. W. Russell afterwards wanted his second truck over the coal wharf, he got a young lad to assist him, but did not again apply to any of the Company's servants, or to the station-master, on the ground that they were very busy loading hops, at another part of the station, and he had passed the truck out of the north siding, and was engaged in adjusting the shifting rail, when the whistle of the approaching train was heard, and, with the lad's assistance, he then endeavoured to run the truck back, so as to clear it from the main line, but was unable to do so, and the collision ensued. Mr. W. Russell admitted to the superintendent of the line, on the day on which the accident occurred, that the station-master had cautioned him against moving any of his trucks, unless a servant of the company was present; but he informed me, that

he was so frightened, that he did not know what he had then said, and that he had no recollection of his having been cautioned by the station-master.

With reference to the causes which led to this collision, I am of opinion, that it was immediately produced by the improper conduct of Mr. W. Russell, in moving his coal truck without having first made the station-master, or some servant of the Company, acquainted with his intention of doing so; but it also appears to me, that the porter acted improperly in refusing to move the second coal truck early in the morning.

I would beg also to suggest, that their Lordships should call the attention of the Directors of the South Eastern Railway Company to the necessity of repairing the shifting rail, and to the propriety of keeping such sidings locked, where there may be individuals having merchandise, goods, or materials standing in trucks, which they are in the practice of removing themselves, independent of the aid of the servants of the Company; and I would further recommend, that printed notices should be exhibited in conspicuous situations in their yards, cautioning merchants, or dealers, from removing trucks or waggons, unless a servant of the Company be present.

I have, &c.

Captain Galton,
Royal Engineers, &c.

W. Yolland,
Lt. Colonel Royal Engineers.

South Eastern Railway,
London Terminus, October 24, 1855.

Sir

I am instructed by the Directors of this Company to acknowledge the receipt of your letter dated the 16th inst., enclosing a copy of the Government inspector's report upon the collision which happened at the Marden Station of this railway on the 24th September last.

I am instructed in the first place to refer specially to the following paragraph in your letter of the 16th instant,—

"My Lords direct me to point out that this accident would appear to have been due to the want of a staff of porters at the station adequate to the requisitions of the traffic. My Lords trust that the Directors will take steps to remove this source of danger."

The Directors assume that this portion of your official letter is founded solely upon the report made by the Government inspector, and they therefore desire me to point out that not only is it not borne out by any portion of that report, but that the accident is in the report attributed to totally different causes.

The Government inspector reports as follows:—

"With reference to the causes which led to this collision, I am of opinion that it was immediately produced by the improper conduct of Mr. W. Russell, in moving his coal truck without having first made the station-master or some servant of the Company acquainted with his intention of doing so; but it also appears to me that the porter acted improperly in refusing to move the second coal truck early in the morning."

You will observe that both the immediate and the remote causes of the collision are here specifically pointed out; the immediate cause being stated to be the improper conduct of Russell, the remote cause the improper conduct of the Company's porter, the inference being that the refusal of the porter was the cause of the unauthorized act of Russell.

The Directors are at a loss to discover in this opinion of the Government inspector any warrant for the statement in your letter of the 16th instant, "that "the accident would appear to have been due to the want of a staff of porters "at the station adequate to the requisitions of the traffic." The Government inspector does not state what the traffic is, nor what is the strength of the staff of porters at the station; no comparison is made between the extent of traffic and the staff engaged to despatch it, nor is there any recommendation in the report that the Company should be admonished to increase the number of hands employed. The Directors cannot think that the Government inspector intended to attribute the accident to a cause nowhere mentioned or referred to by him, nor do they believe that if the staff of porters at the station were insufficient, that fact would have escaped either the attention of the inspector or special mention in his report.

South Eastern Railway.

Collision at the Marden Station.

The Directors further remark that the concluding paragraph of the inspector's report, recommending "that printed notices should be exhibited in conspicuous "situations in their yards cautioning merchants or dealers from removing "trucks or waggons unless a servant of the Company be present," implies that the exhibition of such a notice would in the present instance have ensured the presence of a servant of the Company, and so have prevented the accident. This part of the report will be referred to below, but I mention it here as being totally inconsistent with a "want of a staff of porters at the station adequate to the requisitions of the traffic."

In connection with the last quoted paragraph in the inspector's report, the directors wish to call your attention to another portion of the report, which is as follows:—

"Mr. W. Russell admitted to the superintendent of the line, on the day on which the accident occurred, that the station-master had cautioned him against moving any of his trucks unless a servant of the Company was present, but he informed me that he was so frightened that he did not know what he had then said, and that he had no recollection of his having been cautioned by the station-master."

The Directors exceedingly regret that the inspector's report is not more explicit upon the question suggested by the above paragraph; whether in point of fact Russell had been cautioned or not. They cannot think that the inspector was satisfied to leave in doubt a point so important in reference to the responsibility of the Company and its officers,—and it would have been more satisfactory, if it were not essential for enabling the Board of Trade to form a correct opinion upon the circumstances of the case, that the report should have given the result of the inquiries which the Government inspector doubtless addressed upon the point to the station-master and the other servants of the Company at Marden. The Directors think it their duty, in the absence of information upon the subject in the report, to state, that the station-master and, at least, one of the porters at Marden, are ready to assert most positively (and to depose to the facts upon oath, if necessary) that Russell has been over and over again warned by them before the accident, that on no account or pretence whatever should he attempt to move the trucks containing his coals without the presence and assistance of the Company's servants.

The Directors desire me respectfully to remind the Lords of the Committee of Privy Council for Trade, that the inquiries instituted by the inspectors appointed by them are, as far as the Company are concerned, entirely voluntary, and they have been hitherto acquiesced in, from the feeling on the part of the Directors, that a careful and impartial inquiry by an officer independent of the Company, is likely not only to afford satisfaction to the public mind, but to be attended with great practical utility with reference to the efficient working of the line. They are, therefore, pained to find that upon the materials and information obtained from themselves, a report has been drawn up which they cannot accept as an accurate statement of all the circumstances of the case, and that, even from that inaccurate report, inferences have been drawn calculated indeed to cast discredit upon the management of the railway, but in no way warranted either by the facts of the case or by the report upon which they purport to have been founded.

The Directors desire me, in conclusion, to say that every attention will be paid by them to carrying out the recommendations contained in the report of the Government inspector, as far as they may be practicable.

I have, &c.

Captain Galton, R.E.
Railway Department, Board of Trade.

S. Smiles,
Secretary.

Railway Department, Board of Trade,
Whitehall, November 6, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th ultimo, on the subject of the accident at Marden.

From the facts stated in the report, my Lords deemed it to be their duty to call the attention of the Directors to the apparent insufficiency of the staff at

the Marden Station; but my Lords are glad to find, upon a further consideration of the subject in connexion with your letter, that there does not appear to be grounds for apprehension in this respect.

Before taking into consideration the other portion of your letter which relates to Colonel Yolland's report, which is stated by you to be an inaccurate report, my Lords request that you will be so good as to point out the particulars of the report which appear to the Directors to be inaccurate.

I am, &c.

The Secretary of the South Eastern Railway Company.

Douglas Galton, *Captain Royal Engineers.*

South Eastern Railway, London Terminus, November 10, 1855.

Sir,

I am instructed to acknowledge the receipt of your letter of the 6th instant. The Directors of this Company desire me to express their satisfaction that the Lords of the Committee of Privy Council for Trade, perceive upon reconsideration that the official report of their inspector does not furnish any grounds for the opinion expressed in your letter of the 16th October that the collision at Marden was due to the want of a staff of porters at the station adequate to the requisition of the traffic.

With reference to your request that I should point out the particulars of Colonel Yolland's report which appear to my Directors to be inaccurate, I beg to say that my letter of the 24th ultimo particularly alluded to that portion of the report which refers to the question whether Mr. Russell had been cautioned or not by the Company's officers not to move his trucks unless a servant of the Company was present.

The report gives Mr. Russell's contradictory statements, but does not say whether or not the inspector questioned the station-master and porters at Marden upon the subject.

I have ascertained beyond doubt that the station-master and porters were examined as to this point by the inspector, and that they stated distinctly to him, that they had frequently cautioned Mr. Russell not to interfere with the trucks in any way unless one of the Company's servants was present.

I have no doubt the omission by the inspector in his report of all reference to these statements of the Company's servants was entirely accidental; but I think my Lords will agree with me that the report upon this point was one which my Directors could not accept as an accurate statement of all the facts of the case.

I have &c.

Captain Galton, R.E., Railway Department, Board of Trade, Whitehall.

S. Smiles, *Secretary.*

Railway Department, Board of Trade, Whitehall, November 13, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, in which you point out the portions of Colonel Yolland's report upon the accident which occurred on the South Eastern Railway at Marden, which, according to the statement in your former letter, you deemed to be inaccurate.

My Lords direct me to transmit to you the enclosed copy of the remarks which their inspecting officer has made upon this letter.

My Lords have considered these remarks in connection with your letter, and it does not appear to them that there is any foundation for the charge of inaccuracy brought by the South Eastern Railway Company against their inspecting officer.

I am, &c.

The Secretary of the South Eastern Railway Company.

Douglas Galton, *Captain Royal Engineers.*

South Eastern Railway,

Collision at the Marden Station.

(Enclosure.)

Railway Department, Board of Trade,
2, Parliament Street, November 13, 1855.

SIR,

I HEREWITH return the letters of the 25th ultimo and 10th instant, from the Secretary of the South Eastern Railway Company, referring to my report of the 9th ultimo, on the collision which occurred at Marden station on the 24th of September.

Notwithstanding the explanation contained in the letter of the 10th instant, I am still at a loss to know on what grounds my report of the 9th ultimo is stated to be an "inaccurate report;" neither can I conceive what there is contained in it to justify the imputation of partiality conveyed in the letter of the 25th ultimo.

The station-master at Marden stated very distinctly that he had cautioned Mr. Wm. Russell against moving his trucks unless a servant of the Company were present; and an attentive perusal of my report on the part of the Directors of the South Eastern Railway Company would have made them aware that I must have considered the admission of Mr. Wm. Russell to the superintendent of the line as conclusive, or I could not have stated "that the collision was "immediately produced by the improper conduct of Mr. Wm. Russell in "moving his coal truck without having first made the station master, or some "servant of the Company, acquainted with his intention of doing so."

If I had believed that Mr. Wm. Russell had not been cautioned by the station-master, it would have been my duty to have expressed a very different opinion as to the cause of the collision.

To the best of my recollection no corroborative evidence on this subject was given by the porter when examined by me, and I did not consider that any was necessary; but as the individual in question had, in order to shelter himself, told me a deliberate falsehood, his testimony, if given, would not have been of much value.

I gave Mr. Wm. Russell's contradictory statements to show the necessity for having printed notices affixed at all stations where the Company's regulations admit of private individuals moving trucks on the Company's lines, inasmuch as by the absence of such notices, the responsibility of the Company might be seriously increased, and be found entirely to depend on the credibility to be attached to the statements of the several parties implicated in any accident, as to the proper caution having or not having been given.

I have, &c.

Captain Galton,
Royal Engineers, &c., &c.

W. YOLLAND,
Lt.-Col. Royal Engineers.

South Eastern Railway,
London Terminus, November 16, 1855.

SIR,

I HAVE to acknowledge receipt of your letter of the 13th instant, enclosing copy of Colonel Yolland's letter to you of the same date.

I beg to assure both Colonel Yolland and the Board of Trade, that by my letter of the 25th ultimo, no imputation of partiality was made or intended to be made against Colonel Yolland.

The inferences drawn from the report, and not the report itself, were the principal subject of the comments in my letter, and the inaccuracy in the report referred to in my letter of the 25th October, and specifically pointed out in my letter of the 10th instant, was considered as a matter of secondary importance.

I have now to express the satisfaction of my Directors at finding that Colonel Yolland's intention was to express his belief in Russell's original statement to the superintendent of this Company, that he had been frequently cautioned against moving his trucks, and his disbelief in the retractation, on the inquiry, of that statement; Colonel Yolland further admits in his letter to you of the 13th instant, that "the station-master stated very distinctly that he "had cautioned Mr. William Russell against moving his trucks unless a servant "of the Company were present." I cannot but submit for your consideration whether the statement of the station-master in contradiction of Russell, and the belief of the inspector of the truth of such statement, should not have appeared, not by way of inference, but affirmatively in the inspector's report; particularly when the inference is to be drawn from a passage in the report which, it appears

to me, is calculated to convey the precisely opposite idea to that which, it now appears, it was Colonel Yolland's intention to express. The following is the passage referred to:—

"Mr. W. Russell admitted to the superintendent of the line on the day on "which the accident occurred, that the station-master had cautioned him "against moving any of his trucks unless a servant of the Company was "present, but informed me that he was so frightened that he did not know what "he had then said, and that he had no recollection of his having been cautioned "by the station-master."

Again begging that you will assure Colonel Yolland that it was not my intention to call the impartiality of his report in question,

I remain, &c.

S. Smiles,
Secretary.

Captain Galton, R.E.
Railway Department, Board of Trade,
Whitehall.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty,
For Her Majesty's Stationery Office.

RETURN

OF THE

NUMBER and NATURE of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on all the RAILWAYS open for Traffic in ENGLAND and WALES, SCOTLAND, and IRELAND respectively, from the 1st of July to the 31st December 1855.

Presented to both Houses of Parliament by Command of Her Majesty,
1st February, 1856.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

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ENGLAND AND WALES - - - - - - - - - - 3
SCOTLAND - - - - - - - - - - - 16
IRELAND - - - - - - - - - - - 17

ETURN of the Number and Nature of the Accidents and the Injuries to Life and Limb which have occurred on all Railways open for Traffic in *England* and *Wales*, *Scotland* and *Ireland* respectively, from the 1st of July to the 31st December 1855.

ENGLAND AND WALES.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.	Ambergate, Nottingham, and Boston and Eastern Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Dec. –	Birkenhead, Lancashire, and Cheshire Junction.	1	–	–	–	–	–	–	–	–	–	–	–	–	–	– Mr. John Blaylock, intending to take passage by an early train at the Tranmere sta and crossing the line for the purpose fro gate which was improperly left unlocked by station master, was struck by the train w was passing through the station, the signal stopping not having been given.—Verdic inquest, manslaughter against the station ma
	Bideford Extension –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Nov. –	Blyth and Tyne –	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Edward Brown, coal guard, incautic riding upon the side of a waggon in a si near Hayhole shipping place, came in co with another waggon, and falling off, was over and killed.
Nov. –	– ditto – –	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Thomas Crondall, trespasser, stealing a upon a coal train, fell between waggons, was run over and killed.
	Bodmin and Wadebridge.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
August	Bristol and Exeter –	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– A woman, aged 85, run over and killed crossing the line at a farmers level cros about 5 miles from Exeter.
October	– ditto – –	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. Mail train overtook a goods which was proceeding slowly through the Ball tunnel. Clerk travelling with the Office van knocked down.
Dec. –	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– John Beard, contractors servant, run and killed, while incautiously working o line in a cutting near Bristol.
Nov. –	Chester and Holyhead	–	3	–	–	–	1	–	–	–	–	–	–	–	–	– Collision. Passenger train ran into a p of a goods train which had become detach the breaking of a drawbar on entering Conway tube. Three passengers and guard of the passenger train slightly injure
	Coleford, Monmouth, Usk, and Pontypool.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Cockermouth and Workington.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dowlais – –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	East Anglian –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
6 July –	Eastern Counties –	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– James Waters, trespasser, run over killed near the Shelford station.
4 July –	– ditto – –	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Spalding, a platelayer, run over whil prudently attempting to get into a tra motion, and had his leg cut off by the whe
9 August –	– ditto – –	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Brundish, porter, run over and injured incautiously passing between trucks in n at the Wymondham station.
15 August	– ditto – –	–	–	–	–	–	–	–	–	–	–	–	1	–	–	– A man (unknown), while trespassing Woolwich line, was struck by the engine up train, and thrown upon the down line, he was struck by the engine of a passing train, and thrown back again upon the u The injuries received, though severe, we fatal.

ate of dent.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
55.																
ugust	Eastern Counties—*cont.*	–	35	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. The failure of a valve of the engine of an up Tilbury passenger train when near Bow station having brought the train to a stand, it was run into by an up Woolwich passenger train, causing slight injuries to 35 passengers.
ugust	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Philip Norman run over and killed while trespassing on the line near the St. Ives station.
ot. -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– Henry Harvey, a passenger, attempting to get into a train in motion at Marks Tey station, fell between the carriages and the platform and broke his arm.
ot. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	– Jebson, a person who came to the Park station to see his friend off, and standing too close to the train when in motion, fell between it and the platform and had his foot crushed.
ept. -	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– Childs, a porter, fell under wheels of a waggon whilst attaching some waggons to a goods train at Long Stanton, and was killed.
tober	- ditto - -	–	–	–	–	–	–	–	–	2	–	–	–	–	–	– Two lads, named W. Adams, and W. King run over and killed near an occupation crossing (near the Tottenham station), at which they got on to the line for the purpose of proceeding to a house about 100 yards from the crossing.
tober	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Bridges, acting passenger guard, crushed between the buffers of two goods trucks, through his own want of caution.
tober	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	1	–	– James Allen, milkman, having put his milk into a truck at the Ingatestone station, pushed forward the truck without having secured the door which owing to the motion fell upon him causing severe injuries resulting in death.
October	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– John Oliver, platelayer, injured by jumping from a train in motion at the Ilford station.
ov. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. Passenger train from Hertford ran into some trucks which were being moved across the line near the Bishopsgate station. No person injured.
ov. -	- ditto - -	–	–	–	–	–	–	–	–	1	1	–	–	–	–	– Mary Williams killed, and Mary Robinson injured (both children), while crossing the line at Carters Footpath Level Crossing, near the Barking Road station.
Nov. -	ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Parr, guard knocked down and killed by one train, while he was incautiously standing on the line at the Stratford station making signals to another train.
ec. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Allen, engine driver jumped from an engine while passing the arcade at Ely, and was injured on the head.
Dec. -	- ditto - -	–	3	–	–	–	–	–	–	–	–	–	–	–	–	– Collision near Wisbeach from one passenger train overtaking another. Three persons slightly injured.
Dec. -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– Richard Hart a boy, passenger, playing with other boys in the carriage, fell out in consequence of another boy having opened the door, and was slightly injured.
Dec. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– John Edwards, trespasser, run over and killed near the Eccles station.
Dec. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Searle, a guard of a goods train, incautiously standing upon the line at the Romford station giving directions to the driver, was knocked down and killed by a passenger train.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
Dec. -	Eastern Counties—*cont*	–	–	1	–	–	–	–	–	–	–	–	–	–	–	- - Sarah Anderson, passenger, knocked do and killed at the Whittlesea station, wh incautiously crossing from the up to the do platform.
Dec. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	2	–	–	–	- - David Mott and Francis Knight knoc down and killed while trespassing near Manen station.
Dec. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Sparrow, guard, crushed between buff while incautiously forming his train at Stratf and had his arm so severely injured as require amputation.
Dec. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Bond, guard, from want of caution, had foot crushed while attending to his train Stratford.
	East Grinstead -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* London, Brighton, and South Coast.
July -	East Lancashire -	–	–	–	–	–	1	–	–	–	–	–	–	–	–	- - Thomas Brooks, acting as assistant guar a passenger train, standing on the edge of footboard working the break as the train passing through the tunnel near the Bury stat struck his head against the side of the tun and was seriously injured.
July -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - James Grimshaw got upon the railway a level crossing, and walking along the was run over and killed.
July -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Thomas Sorton, guard, while incautio standing upon the roof of a carriage secu some hampers while the train was in mot came in contact with a bridge near the Ormsk station and was killed.
Sept. -	- ditto - -	–	8	–	–	1	1	–	–	–	–	–	–	–	–	- - Collision. Passenger train ran int mineral train at the Summerseat station passengers bruised and shaken, and San Stott, one of the guards of the mineral t killed, and the guard of the passenger t injured.
Oct. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	- - John Lang, trespasser, stealing a ride the footboard of a carriage at the Rose Gr station, jumped off while the train was in mo and had his leg crushed by the wheels:—af wards amputated.
Nov. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - George Thomber (aged 78) run over b train and killed while driving two cows ac the line at a private level crossing Blackburn.
	East Suffolk - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Nov. -	Furness - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Jennet Fowler, trespasser, run over killed while walking on the Rampside Bra line.
July -	Great Northern -	–	–	–	–	–	2	–	–	–	–	–	–	–	–	- - Collision. Passenger train overtook mineral train near Doncaster during a de fog. James Powell, the mineral guard, inju Fireman also slightly injured.
August	- ditto - -	–	6	–	–	–	–	–	–	–	–	–	–	–	–	- - Break of the engine of an excursion t having given way, the train ran against buffers at the end of the platform at the Ki Cross station. Six passengers slightly inju
October	- ditto - -	–	7	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision. Passenger train from the line approaching the Boston Station slo advanced too far upon the junction, and c into collision with an East Lancashire go train, which was leaving the station. Wea foggy at the time. Seven of the passen were slightly hurt.
Nov. -	- ditto - -	–	3	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision. Down mixed express train into a goods train which was standing at Peterborough station protected by the sig Three passengers slightly cut and bruised.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
Nov.	Great Northern	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– John Dawson, contractor's labourer, ru over and killed, while incautiously crossing th goods yard at the Peterborough station.
Dec.	ditto	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Collision from a passenger train overtakin a goods train between Peterborough and Pea kirk. Henry Bowdler, a cattle drover, ridin in the goods van, injured.
Dec.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Tyre of a second-class carriage broke, nea Ramskill, throwing the carriage off the rail No person injured.
Dec.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Miss Cormack, having got upon the railwa at the level crossing at Surfleet, was run ove and killed while walking along the line.
Sept.	Great Western	–	–	1	–	–	–	–	–	–	–	–	–	–	–	– Martha Botswood run over and killed by passing special train, at the Codsal station, whil crossing the rails, instead of going under th line by the regular passage, for the purpose obtaining a ticket.
October	ditto	–	–	–	–	–	–	–	–	2	–	–	–	–	–	– Two lads, named Charles and Alfred Mille run over and killed while incautiously drivin some cows across the line at an occupatio crossing near Ealing. They had been warne that a train was approaching.
Nov.	ditto	–	–	–	–	1	1	–	–	–	–	–	–	–	–	– Collision between a Great Western good train and a London and North Western good train at Wormwood Scrubs, where the We London Railway intersects the Great Weste Railway. Guard of the London and Nort Western train killed, and guard of the Gre Western train injured.
Dec.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Henry Howard, porter at the Gloucest station, crushed between buffers of waggon owing to his own want of caution.
Dec.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– George Patchet, contractor's servant, ru over and killed, while walking on the line nea Reading.
Dec.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– William Harmer knocked down and kille while crossing the line between Stroud an Stonehouse, at a footpath level crossing.
	Horncastle	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* Great Northern.
	Hull and Holderness.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Kendal and Windermere.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
August	Lancashire and Yorkshire.	–	5	–	–	–	–	–	–	–	–	–	–	–	–	– Passenger train ran through facing points the Bolton station, and came into collision wit a goods train. Five passengers injured.
August	ditto	–	–	1	–	–	–	–	–	–	–	–	–	–	–	– Henry Pollitt, a passenger, killed at th Marsh Lane station in attempting to leave th train while it was in motion.
August	ditto	–	12	–	–	–	–	–	–	–	–	–	–	–	–	– Collision between a goods train and a pa senger train in the Summit tunnel near Litt borough. Twelve passengers injured.
October	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Child of the gatekeeper, two years old, r over and killed at the level crossing at th Rowcliffe station.
October	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Boy (labourer), in service of contractor, r over and had his foot cut off, while incautious walking along the line near the Wigan statio by an engine belonging to the Ince Hall Co Company.
October	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– James Fawcett, porter, run over and kill by a goods train at the Horbury Junction st tion. Accident caused from want of c caution on his part.
October	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Mr. Swarsbuck, run over and killed, whi trespassing on the line, near Lostock Junctio station.
October	ditto	–	–	1	–	–	–	–	–	–	–	–	–	–	–	– Thomas Schofield, passenger, attempting cross the line in front of an approaching goods tra at the Heywood station, was run over and kille

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1855. October	Lancashire and Yorkshire.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– A. McLean, trespasser, run over and kill in a tunnel near the Werneth station.
ec. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Lionel Ainsdell, porter, fell from the buf of a waggon, upon which he was incautious riding (as is supposed), near the Moses Ga station, and was killed.
ıly -	Lancaster and Carlisle.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– John Sander, policeman, run over and kill at night near the Low Gill station.
October	- ditto - -	–	6	–	–	–	2	–	–	–	–	–	–	–	–	– Up night mail train from Aberdeen to Lond thrown off the line near the Carnforth stati about 7 miles north of Lancaster, by a bale goods which had fallen from a goods train whi had passed in the opposite direction a short ti before; six passengers and the engine driv and guard injured.
	Leeds, Bradford, and Halifax Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Liskeard and Caradon.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Liverpool, Crosby, and Southport.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Llanelly Railway and Dock.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Llynvi Valley	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
August	London and Blackwall.	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– Mrs. Kenney, passenger, incautious alighting at the Stepney station, fell upon t platform, and broke her leg.
Sept. -	- ditto - -	–	–	–	1	–	–	1	–	–	–	–	–	–	–	– Thomas Rawlings, platelayer, struck by train and dangerously injured while incautious working on the line near the Haydon Squa junction; died afterwards.
Dec. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– James Juby, servant of Electric Telegra Company, run over and killed, from want caution on his part.
ıly -	London and North-western.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– William Harrop, breaksman, from want caution was crushed between the buffers of t waggons while shunting his train.
uly -	- ditto -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– W. Birkenshaw, porter, incautiously e deavouring to stop a carriage in motion, was r over and killed.
August	- ditto - -	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	– John Bortlett (trespasser) committed suici by laying himself across the rails in front of approaching train.
August	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– William Morley, servant of a coal propriet run over and killed while incautiously walki on the line at the Crewe station.
Sept. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– John Doulan run over and killed wh trespassing upon the line at the Crewe station
October	- ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. Up day mail train ran into goods train which was standing at the Hea Norris station; one passenger injured.
October	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. Up goods train ran into a c train which was standing at the Berkhampste station.
October	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– John Bartley knocked down by an engi and killed while trespassing on the Stour Val line near Wolverhampton.
Nov. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Caleb Bailey, platelayer, run over and kil while attempting to pass between trucks wh were being shunted at the Camden station.
Nov. -	- ditto - -	–	–	–	–	–	–	3	–	–	–	–	–	–	–	– Three platelayers run over and killed n Golcar by a down train, while getting out of way of an up train.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
July -	London and South-western.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Peter Dempsey, fireman, incautiously passi along his engine to examine the machinery, h his foot injured by the driving wheel.
3 July -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– James Rouse, servant of coal mercha squeezed between a waggon and the goods sta at the Nine Elms station, whilst he was cautiously assisting the company's servants draw the waggon into the shed.
9 July -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– James Beaver, porter, knocked down a injured by the night mail train near Farnborou station, on his return from trimming the sig lamp. Accident occurred through want of caut on his part.
6 August -	ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– J. Newall, stationary engineman, attempti to get upon an engine in motion at the Basi stoke station, had his foot crushed by the whe of the tender.
9 August -	ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– William Timms run over and killed wh trespassing in a siding at the Guildford statio
Sept. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Allen Spooner, platelayer, run over killed at night, by goods train, while incautiou walking on the line between Farnborough Woking.
3 Sept. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Edmund Clifford (a boy) crushed betw goods waggons while trespassing in the N Elms station.
0 Sept. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– — Terrill, clerk in the company's serv jumping from a train in motion, fell fractured his collar bone.
3 Oct. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Rose, contractor's labourer, run over attempting to get into a train in motion at Kingston station, and had his leg fractu Died afterwards.
3 Oct. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Harrington, engine cleaner, through wan caution, fell and was severely injured by ashpan of an engine at the Guildford station.
3 Oct. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Thomas Wake, contractor's labourer, f want of caution was thrown from a lorry r the Basingstoke station, and seriously inju Died afterwards in hospital.
29 Oct. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Lingley, porter, endeavouring to get u an engine in motion at the Willesden Junc (of the North and South Western Junc Railway,) had his foot crushed between spring and the wheel.
3 Nov. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Aldridge, breaksman, incautiously endeav ing to couple goods waggons in the Guild station had his foot crushed by wheels pas over it.
5 Nov. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Thomas Summerhay, station agent Guildford, run over and killed in conseque of his want of caution in not keeping a sufficient distance from a train as it was pas the station.
8 Nov. -	- ditto - -	–	1	–	–	–	–	–	1	–	–	–	–	–	–	– Carriage of a passenger train got off rails when entering the Hampton Court sta One passenger slightly injured, also a po the latter from want of caution on his own when using the tail rope to detach the carr from the engine.
15 Nov. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Passenger train from Hampton Court o took and came into collision with a goods t between Malden and Wimbledon. Passen shaken but not injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
Nov. -	London and South Western—*cont.*	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Skindle, platelayer, from his own want caution, was knocked down by a train ne Twickenham, and had his leg broken. Die afterwards
Nov. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Daniel Smith, fireman, had his arm broke while incautiously oiling machinery of an engi at the Winchfield station.
Nov. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Passenger train thrown off the line betwe Godalming and Guildford in consequence coming in contact with two horses which h strayed upon the line at an occupation crossin the gate having been left open. No pers injured.
Nov. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Charles Hall, porter, crushed between buffe and severely injured while incautiously shunti waggons at the Portsmouth station.
Dec. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Richard Hartfield, porter, had his fo crushed while incautiously shunting waggons the Portsmouth station.
Dec. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - L. Quirk, foreman in locomotive departme knocked down and killed by an engine while was incautiously standing upon the line ne the Nine Elms Junction.
Dec. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Steadman, a platelayer, run over and kill near the Wimbledon station, through his o want of caution.
July -	London, Brighton, and South Coast.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Turner, cokeman, run over a killed while incautiously crossing the line.
July -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - Mrs. D. Jones, passenger, attempting to g into a carriage while the train was being back into the Crystal Palace station, fell between t train and the platform and broke her arm.
July -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	1	–	- - Edward Smith, consignee of some flints t removal of which he was attending to, run o and killed by a goods train while he was inca tiously crossing the line at the Three Bridg station.
August	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Lindfield, labourer on permane way, incautiously moving from one truck another while in motion, fell off, and was r over and killed.
Sept. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Daniel Taylor, ticket collector, jumpi from the step of a carriage in motion, fell a was run over. Died on 13th September.
Sept. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Thomas Knight, guard, imprudently got o of an empty train at Newcross on the wro side, and was run over and killed by a pi engine.
October	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Tank engine at the London terminus movi some empty carriages in the station came contact with and broke down the wall ne College Street, owing to the pointsman neglecti to attend to the points. The engine break v and one first-class carriage fell into the stre but no person was injured, the driver and fi man having previously jumped off.
October	- ditto - -	–	–	–	–	1	2	–	–	–	–	–	–	–	–	- - Engine of a passenger train ran off the ra near Mitcham, on the Wimbledon and Croyd line, and overset, killing the driver and scaldi the stoker, and a train inspector who was ridi upon the engine.
	Londonderry (Seaham to Sunderland —private property)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Manchester, Buxton, Matlock, and Midlands Junction	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Midland."

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
8 Sept.	Manchester, Sheffield, and Lincolnshire.	–	–	3	–	–	–	–	–	–	–	–	–	–	–	– Three passengers on the train stopping the Dinting viaduct, in consequence of anoth train being in the way, got out, supposing th had arrived at the station, and falling over t parapet, which was low and close to the c riages, upon the road below were killed.
9 Dec.	ditto	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Passenger train ran off the line near t Hadfield station, in consequence of a brok rail. One passenger slightly cut by the brok glass.
	Manchester, South Junction, and Altrincham.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Nov.	Maryport and Carlisle.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Mineral guard attemping to get upon engine in motion fell, and was run over a killed.
July	Midland	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Child strayed upon the line at an occupati level crossing near the Beeston station, a was run over and killed.
July	ditto	–	4	–	–	–	1	–	–	–	–	–	–	–	–	– Engine of a passenger train and one of t carriages ran off the rails between Shipley Ga station and Ilkeston junction. Four passenge and the fireman slightly injured.
August	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Couplings breaking. Drawbar of a wagg in a goods train when near the Chesterfie station came out, and having caught a sleep threw several other waggons off the rails.
August	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– John Newbold, porter, incautiously crossi the line near the Burton station, was run ov and killed.
Sept.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– William Cotton, foot passenger, run over a killed, while lying between the rails in a sta of intoxication, at the level foot crossing ne Staplehurst.
Sept.	ditto	–	17	–	–	–	–	–	–	–	–	–	–	–	–	– Collision at Lawrence Hill Junction, Brist between an excursion train from Birmingha and a coal train which was crossing the ma line to go into the coal yard. Seventeen passe gers injured.
Sept.	ditto	–	–	–	–	–	–	–	–	–	3	–	–	–	–	– A man, woman, and child knocked dow and slightly injured by a night mail train at level crossing of a public footpath near th engine shed at the Gloucester station.
October	ditto	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Passenger train ran with some force again the buffers at the Mansfield station, owing the break power being insufficient; one passeng cut over the eye, others slightly shaken.
July	Monmouthshire	–	–	–	–	–	1	–	–	–	–	–	–	–	–	– Couplings of trucks in a mineral train brok while passing the Rhymney Junction statio The guard, who was riding upon the end of truck, was thrown off, and had his arm fracture by the wheels passing over it.
July	ditto	–	–	–	–	–	–	–	–	–	–	–	1	–	–	– Isaac Rees, boy, trespassing and endeavou ing to get upon a mineral train in motion, ha his foot injured by the wheels.
Sept.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– George Boon, signalman in contractor service, jumping from an engine in motion the Crinelan cutting of the Eastern Valleys Ra fell, and had his arm crushed by the whee passing over it.
Sept.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Charles Lewis, mineral guard, attempting get upon a waggon in motion, fell, and had l right arm crushed by wheels passing over afterwards amputated.

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1855.																
Oct. -	Monmouthshire—*cont.*	–	–	–	–	1	–	–	–	–	–	1	–	–	–	- - John Durham, trespasser, run over a killed by an engine while he was walking the line near the Llanhilleth station.
Oct. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - John Meredith, breaksman, in service the Tredegar Iron Company, slipped wh attempting to get upon an engine in motion a had the toes of his right foot cut off by wheels.
Nov. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - John Michael, guard of a mineral tra had his foot injured by wheels while incautiou uncoupling trucks in a siding at Newport.
Nov. -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - Mrs. Sarah Harris, passenger, incautiou attempting to get out of a carriage at Cwm Tillery station while the train wa motion, fell and received some bruises.
2 Nov. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Charles Banfield, policeman, attempting get upon an engine in motion at the Bla station, fell and was severely bruised.
5 Nov. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Thomas Price, attempting to uncou trucks in motion at Trosnant Junction, was over and killed.
7 Nov. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Richard Rees, trespasser, run over and ki while lying on the line near Llanhilleth.
0 Nov. -	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	–	–	- - Morris Bebb, breaksman in service of Blaina Iron Company, killed while uncoup waggons in motion at the Aberbeg junct Verdict at inquest to the effect that his death caused by the buffers being too short.
	Newport, Abergavenny, and Hereford.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Newcastle and Carlisle	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	North and South Western Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	North Devon -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
July -	North Eastern -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Joseph Ridley, engine driver of a go train, fell from the tender while the train in motion and was killed. Accident occu through his own want of caution.
4 July -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - John Purvis run over and killed w trespassing on the line near Longhoughton.
0 July -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - William Collins, platelayer, incautiou walking along the line near the High stat South Shields, and attempting to cross in fr of an engine which had come close upon h fell, and had one leg severely crushed by wheels passing over it.
3 July -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - John Brown, a lunatic, run over and kil while standing on a private level crossing n the Christon Bank station.
1 July -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	1	- - Collision. Cattle truck, shunting at Marsh Lane station, Leeds, came into collis with some coal waggons, driving one of th against the end wall of the lime shed, part which was knocked down into the lane, falli upon and severely injuring Eliza Speight, a g aged 16.
2 Aug. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - —— Ralph, contractor's labourer, sever injured by a goods train knocking him do while he was incautiously at work repairing waggon in a siding at the Newcastle station.
Sept. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Elias Train, run over and killed wh trespassing on the line at the Ouseburn Brid near Newcastle.

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1855.																
Sept.	North Eastern - -*cont.*	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - Boy, 10 years old, leaning against the doo of a second-class carriage in which he wa travelling between Morpeth and Longhurs fell out in consequence of the door opening, an was severely injured. Accident is said to h caused by his meddling with the handle of th door.
Sept. -	- - ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	–	–	- - William Haig, carriage greaser in the servic of the Great Northern company, passing alon the footboards of the carriages of the trai which was conveying Her Majesty to Scotlan for the purpose of greasing the axles whic had become heated, came in contact with a upright of the wooden trussed bridge whic carries the railway over the River Skerne, an was killed.
Sept. -	- - ditto -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Thomas Newland run over and killed whi trespassing on the line near York in a state intoxication.
4 Sept. -	- - ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	- - Engine of a passenger train ran off the rai near the Newby Wisk station; one passeng slightly bruised. Accident caused by the whe striking the check rail of a crossing in con sequence of the rails being a little too wide gauge.
0 Sept. -	- - ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision. Passenger train came into co lision with a goods train which was shunting the Bradbury station. No person injured.
5 Sept. -	- - ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - Ann Cook, a passenger by a parliamentar train, after alighting at the Marton station, g on the buffer plank of the last carriage for th purpose of riding a little further, and jumpin off while the train was in motion, was severel injured.
October	- - ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - J. Hutchinson, trespasser, run over and kille while walking on the Warkworth branch.
7 October	- - ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - William Gibson, passenger, incautious attempting to leave a train in motion at th Pelaw main station, fell between the platfor and the carriages and was severely injured.
9 October	- - ditto - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	- - —— Metcalfe knocked down and had h hand crushed by some waggons while he wa trespassing in the dock sidings at Sunderland.
3 Nov. -	- - ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - George Melville run over at Gateshead whi trespassing, and received such severe injuri that death ensued on the 4th instant.
3 Nov. -	- - ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - Robert Turner, passenger, attempting to g into a train in motion, fell and was dragged b the train some yards. Leg fractured.
5 Nov. -	- - ditto - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	- - A waggon of an empty coal train, whe passing the Harton crossing on the Ponto branch, got off the rails, and the bottom boar dropping down, Lawrence Alcure, a trespasse stealing a ride, fell through and was severel injured.
15 Nov. -	- - ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - William Storey, coal weigher, getting off a engine in motion at the Ryhope station was ru over and killed.
19 Nov. -	- - ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Catherine Bowden, wife of a platelayer, ru over and killed while trespassing on the lin opposite her own house near Hambleton.
5 Dec. -	- - ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - Joseph Boyance, a boy 12 years old, crossin the line at a level crossing near the Fellin station in front of an approaching tra (although cautioned by the gatekeeper), was ru over and killed.

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1855.																
18 Dec. -	North Eastern—*cont.*	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Joseph Harrup, contractor's servant from the platform at the Gateshead st through his own want of caution, and ha foot cut off by a passing train.
14 July -	North London -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- Boiler of a passenger engine (not attach any train), standing over the Ashpit nea Camden Town station taking in water, exp No person injured.
	North Staffordshire	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
23 July -	North Union -	1	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Bridget Walsey, a passenger, who had be down by an East Lancashire train on the pla at the east side of the Preston station, and h to cross the line (there being no road ov under) to enable her to proceed on her jou by a North Union train, was run over killed.
12 Nov. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - George Longridge, breaksman, fell, incautiously climbing over a train at the chester goods station, and was run over an his leg cut off.
	North Western -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
11 July -	Oxford, Worcester, and Wolverhampton.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Henry, carriage cleaner, ca between buffers of carriages in a sidin Worcester; died on the 3d August, bu the verdict at the coroner's inquest "Natural Causes."
3 Aug. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Rawlins, carriage repairer, run and killed by a goods train, while he incautiously repairing a carriage in the s at Worcester.
15 August	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - W. Rawlings, signalman, run over and k by one train while incautiously standing upo line (near Penshore) making signals to and
21 August	- ditto - -	–	3	–	–	–	–	–	–	–	–	–	–	–	–	- - A Great Western passenger train, trave over the Oxford, Worcester, and Wolverhan Railway, ran off the rails at a siding leading the goods station at the Priestfield junctio consequence of the points being wrong. T passengers slightly shaken.
9 Sept. -	- ditto - -	–	–	1	1	–	–	–	–	–	–	–	–	–	–	- - James Cooper, a passenger, killed, a child he had in his arms seriously injure consequence of Cooper jumping out of the when it was in motion.
5 October	- ditto - -	–	4	–	–	1	1	–	–	–	–	–	–	–	–	- - Collision. Passenger train overtook a n coal and goods train entering the Kidderm station. Guard of the goods train killed, an guard of the passenger train and four passe injured.
18 October	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Tyre of a wheel of the engine of an ex train broke when near Hartlebury. No p injured.
	Preston and Longridge	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
1 August -	Preston and Wyre -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Robert Rainford run over and killed trespassing near Fleetwood.
15 Sept. -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - Henry Salthouse, a passenger, got out train at the Blackwood station before it stopped, and had one leg run over; after amputated.
18 Dec. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - Matthew Hull, a deaf man, crossing at gleton Lane public footpath crossing, was kn down and killed by a train.
	Port Carlisle Dock and Railway.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
July -	St. Helen's Canal and Railway.	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– Collision. Some waggons of a mineral train in motion were unhooked for the purpose of turning them into a siding, but they overtook the first portion before it had quite passed the points, throwing one of the waggons off, and causing the death of John Tasker, the fireman, who was riding in it, and who had previously unhooked the waggons.
Sept.	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– George Rigby, a child 3 years old, playing with other children and attempting to cross at a farm level crossing near Ditton, was run over and killed.
	Saundersfoot Railway and Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Aug. -	Shrewsbury and Hereford.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– George Davis, breaksman of a ballast train, incautiously throwing out a trussel, fell between waggons and fractured his arm.
Dec. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Couplings of a cattle train broke or became unhooked when near the Dorrington station, causing a collision between the separated portion.
	Shropshire Union Railways and Canal.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Somerset Central -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Bristol and Exeter."
Aug. -	South Devon - -	–	5	–	–	–	–	–	–	–	–	–	–	–	–	– Passenger train from Plymouth ran into a siding near the Ivy Bridge station in consequence of the facing points having been set wrong, and came into collision with some trucks; five passengers slightly injured.
Oct. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	*1	–	–	–	– Trespasser in a state of insanity committed suicide by placing himself in front of an approaching train.
Aug. -	Stockton and Darlington.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Edward Raine, waggon greaser, incautiously uncoupling waggons at Sunnyside Bank Foot, was knocked down, and had his leg so severely injured by wheels passing over it as to require amputation.
Oct. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– James Bell, labourer in the service of the company, run over and killed at the end of the Sheldon tunnel by one engine while endeavouring to avoid another.
Oct. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– John Taylor, goods guard, run over and killed, while incautiously uncoupling waggons in motion.
July -	South Eastern -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Passenger train ran off the rails while proceeding through the Higham tunnel on the North Kent line; no passenger injured.
Sept. -	- ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	– John Renshaw, a passenger, attempting despite the warning of a servant of the company to cross the line at the Tunbridge station, fell and was run over and killed.
Sept. -	- ditto - -	4	8	–	–	–	2	1	–	–	–	–	–	–	–	– Collision near the Reading station from a pilot engine from that station being taken by the driver on the wrong line of rails and meeting a passenger train; four passengers killed and eight injured, driver of pilot engine killed and fireman injured, stoker of passenger train injured.
Sept. -	- ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. The tidal train from Folkestone came into collision with the end of a truck which projected from a siding at the Marden station, causing very slight injury to one passenger.
Sept. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– Collision near Gravesend between a down midnight passenger train and an up coal train; no person injured.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
28 Nov.	South Eastern—*cont.*	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– – A soldier, named Alexander Cunnin passenger, having put his head out of th riage window, and coming in contact wi side wall of the tunnel near Dover, was se injured.
7 Dec.	– ditto – –	–	15	–	–	–	–	–	–	–	–	–	–	–	–	– – Up passenger train on the North Ke thrown off the rails at the junction wi Bricklayers Arms Branch, in consequ the switchman having let the train partly th on the wrong line, and then endeavour rectify his error by shifting the points. passengers injured, some severely.
25 Dec.	– ditto – –	–	2	–	–	–	–	–	–	–	–	–	–	–	–	– – Passenger train from London ran goods siding at the Strood station in conse of the facing points being wrong. Two p gers injured.
14 August	South Staffordshire –	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – Samuel Land, porter, crushed be buffers while incautiously shunting coal wa at the Walsall station.
Oct.	South Wales – –	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – W. Morgan knocked down and killed goods train while trespassing near the Mill crossing.
2 July	South Yorkshire –	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– – Boiler of a coal train engine explod Aldham Junction, causing the death fireman, James O'Hara.
10 Nov.	Sunderland Dock Company.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – Thomas Clark, a boy 11 years of gathering coals on a small portion of belonging to the Sunderland Company a derland Dock, was run over and killed waggon.
	Taff Vale – –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
8 Sept.	Vale of Neath –	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – Griffith Jones run over and killed trespassing on the line near Llwydcoëd.
	Warrington and Stockport.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Waveney Valley –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
	West Cornwall –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
8 Oct.	West Hartlepool Harbour and Railway.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– – William Metcalfe, platelayer, knocked and severely injured by a train, whi cautiously endeavouring to remove his ha which he had left on the line.
24 Oct.	– ditto – –	–	–	–	–	–	–	–	–	–	–	–	1	–	–	– – Mr. Head, trespasser, knocked down train and slightly injured while walking the line in the direction of his house.
17 Nov.	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – William Walker, platelayer, knocked and killed by a train in front of which h incautiously passing.
	Whitehaven and Furness Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Whitehaven Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Wimbledon and Croydon.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "London, Brighton, and South Coast.
	Wycombe – –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Western."
	TOTAL FOR ENGLAND AND WALES.	6	155	9	11	9	15	45	31	17	4	*27	7	2	1	

* Including two Cases of Suicide.

SCOTLAND.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
July -	Aberdeen - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Alexander Duthee, wayman (labourer), in service of contractor, run over and killed whilst incautiously walking along the line near the Bridge of Dun station.
July -	- ditto - -	–	22	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision at the Cove station from an ordinary passenger train overtaking and running into an excursion train which was standing at the station for the purpose of having the tickets collected. Twenty-two passengers injured.
August	- ditto - -	–	8	–	–	–	–	–	–	–	–	–	–	–	–	- - Couplings of the engine of a passenger train became disconnected as the train was being backed into the station at Aberdeen, and the carriages being set free ran violently against the buffers at the end of the station. Eight passengers injured.
July -	Caledonian -	–	12	–	–	–	–	–	–	–	–	–	–	–	–	- - 10 A.M. passenger train from Glasgow came into collision with a mineral train which was shunting at Burnbrae siding, near the Harburn station, causing injuries to twelve passengers.
Dec. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Andrew McIntyre, servant of engine maker, struck by an engine while incautiously standing upon the line at the Beattock summit.
Dec. -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - Robert Pearson, passenger, jumped from a train in motion at the Currie station, and falling between the carriages and the platform, fractured his left arm.
Dec. -	- ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	- - Peter McVay, a passenger, imprudently attempting to cross in front of a train at the Motherwell station, was run over and killed.
	Caledonian and Dumbartonshire Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Charlestown and Dunfermline.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Deeside - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dundee and Arbroath.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
October	Dundee and Perth and Aberdeen Railway Junction	–	–	1	–	–	–	–	–	–	–	–	–	–	–	- - A young woman on a crowded market day, anxious to get into a train which was approaching the Perth station, either fell or was pushed off the platform by the crowd, and was run over and killed.
	Edinburgh and Glasgow.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Edinburgh, Perth, and Dundee.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Elgin - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Forth and Clyde Navigation (Drumpeller Railway).	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	General Terminus and Glasgow Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
July -	Glasgow and Paisley Joint.	–	–	–	1	–	–	–	–	–	–	–	–	–	–	- - A second-class passenger jumped from a train in motion to recover his hat, which had fallen off as he was looking out of the window, and was severely injured.
August	Glasgow and Southwestern.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Trespasser, name unknown, run over at night, and killed, near the Kilbirnie station.
	Great North of Scotland.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Inverness and Nairn -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Lanark Junction (Private Railway).	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Caledonian."

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
	Leven - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Monkland - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Morayshire - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
7 July -	North British -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision. Express train from Edinburg London overtook and ran into a goods which had been brought to a stand near Ho wood, in consequence of one of the trucks ge off the rails. No person injured.
20 August	- ditto - -	–	7	–	–	–	3	–	–	–	–	–	–	–	–	- - Express train from Edinburgh ran of rails and down an embankment near the Ber station, in consequence, it is supposed, of a d tive joint. Seven passengers, and the dr fireman, and guard injured.
	Peebles - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	St. Andrew's - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
17 October	Scottish Central -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - John Robertson, platelayer, walking or line, was run over and killed by a down while he was avoiding a train on the up lin
8 Dec. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - John Bell run over and killed while passing on the line at night.
27 Dec. -	- ditto - -	–	–	–	–	–	1	–	–	–	–	–	–	–	–	- - James Mitchell, porter, whilst pushing a gon, was struck and injured by a train v was being backed into the goods shed at E
24 Sept. -	Scottish Midland Junction.	–	–	–	–	1	–	–	–	–	–	–	–	–	–	- - Coupling of engine and tender of a g train having given way in consequence of imperfectly screwed up, the engine be detached from the tender, and the st William Robb, falling between them, was over and killed by the latter.
3 Sept. -	Stirling and Dunfermline.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Inglis, labourer, incautiously th ing out ballast from a truck as the train about moving, fell out, and was run over killed.
	TOTAL FOR SCOTLAND	–	49	2	2	1	4	3	1	–	–	2	–	–	–	

IRELAND.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
	Ballymena, Ballymoney, Coleraine, and Portrush Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
18 August	Belfast and Ballymena	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	- - Ann Lewis, trespasser, committed suici throwing herself in front of a goods train o embankment at Whitehouse near Belfast.
27 Dec. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - John Johnston, a deaf and dumb perso over and killed, while crossing at a p accommodation crossing.
	Belfast and County Down.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
Nov.	Cork and Bandon	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Michael Desmond, labourer, run over and killed, while incautiously working on the line, near the Waterfall station.
	Cork, Blackrock, and Passage.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Belfast Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Drogheda	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Nov.	Dublin and Kingstown	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– Anne Pluck, passenger, imprudently alighting from a train before it had stopped, fell between it and the platform, and had her foot severely crushed.
	Dublin and Wicklow	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dundalk and Enniskillen.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
July	Great Southern and Western (Ireland)	–	–	–	–	–	1	–	–	–	–	–	–	–	–	– Patrick Griffin, labourer in company's service, struck by some machinery, which fell while being unloaded at the Buttevant station, and severely injured.
July	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Michael Byrne, coke burner in company's service, incautiously standing on a buffer rod in a coal yard near Dublin, was thrown off and crushed between the buffers. Died afterwards.
July	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Robert Blakeney, an aged deaf man, struck by an engine and killed while crossing the line at a private level crossing.
Sept.	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Thomas Lynch run over and killed while trespassing on the line.
Sept.	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– James Kelly, labourer in company's service, incautiously crossing in front of an engine, near the Kingsbridge terminus, was struck by it and had his leg broken.
October	- ditto - -	1	–	–	–	–	–	–	–	–	–	–	–	–	–	– Couplings breaking. A mixed passenger and goods train, while ascending the incline near Mallow, became disconnected in consequence of the couplings breaking, causing the death of Richard Howard, a person riding in the train in charge of pigs.
Nov.	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– John Luther, engine cleaner, incautiously attempting to get upon an engine while in motion at Inchiore, was crushed to death between the tender and a gate.
	Irish South Eastern -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
October	Killarney Junction -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Jeremiah Lynch, labourer, fell from an empty waggon, the door of which he and other labourers who were riding in it had left unfastened, and was severely injured.
	Londonderry and Enniskillen.	–	–	–	–	–	–	–	–	–	–	–	1	–	–	Nil.
	Londonderry and Coleraine.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Nov.	Midland Great Western (Ireland).	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– Michael Ward, passenger, fell from want of caution on his own part from the platform at the Moate station, and had both legs broken by a train in motion.
	Newry and Enniskillen	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Newry, Warrenpoint, and Rostrevor -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
October	Ulster - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Arthur Mallon, pointsman, killed by jumping from the step of an engine in motion.
	Waterford and Kilkenny	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.																
7 August.	Waterford and Limerick.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– W. Doyle, guard of a passenger train inju in consequence of his head coming in con with the telegraph wires at the Limerick junc while he was incautiously standing on the of a carriage.
3 Sept. –	Waterford and Tramore.	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Ellen Grant got upon the railway at a l crossing at Kilbarry Bog, and was run over killed while walking along the line.
	TOTAL FOR IRELAND	1	–	–	2	–	1	4	3	3	–	*2	–	–	–	

* Including one Suicide.

GRAND TOTAL.

TOTAL:—														Total killed and injured.	
														Killed.	Injured.
ENGLAND AND WALES –	6	155	9	11	9	15	45	31	17	4	*27	7	2	1	115	224
SCOTLAND –	–	49	2	2	1	4	3	1	–	–	2	–	–	–	8	56
IRELAND – –	1	–	–	2	–	1	4	3	3	–	*2	–	–	–	10	6
GRAND TOTAL –	7	204	11	15	10	20	52	35	20	4	*31	7	2	1	133	286

* Including two cases of suicide in England and one in Ireland.

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in England and Wales, Scotland, and Ireland respectively, as reported to this Department, during the half year ended 31st December 1855, together with the Total Number Killed or Injured in the corresponding half year of 1854.

Description of Persons.	England and Wales.		Scotland.		Ireland.		Total on all Railways during the half year ended 31st Dec. 1855.		Total in corresponding Half Year of 1854.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control - -	6	155	–	49	1	–	7	204	9	259
Passengers killed or injured, owing to their own misconduct or want of caution - - -	9	11	2	2	–	2	11	15	15	12
Total number of Passengers killed or injured -	15	166	2	51	1	2	18	219	24	271
Servants of Company or of contractors killed or injured from causes beyond their own control	9	15	1	4	–	1	10	20	20	37
Servants of Company or of contractors killed or injured, owing to their own misconduct or want of caution - - -	45	31	3	1	4	3	52	35	37	11
Other persons crossing at level crossings - -	17	4	–	–	3	–	20	4	11	2
Trespassers - - -	25	7	2	–	1	–	28	7	29	13
Suicide - - -	2	–	–	–	1	–	3	–	2	–
Miscellaneous - -	2	1	–	–	–	–	2	1	–	–
Grand Total -	115	224	8	56	10	6	133	286	123	334
Length of Railway open on the 31st Dec. 1855 and on the 31st Dec. 1854.	6,218		1,087		988		8,293		8,054 Miles.	

A further Analysis of the Accidents during the Half Year ended 31st December 1855 shows the Number of Collisions and other Accidents to Trains in England and Wales, Scotland, and Ireland respectively, with the Number of Persons Killed or Injured thereby.

ENGLAND AND WALES.

	Number of Accidents.	Number of Passengers		Number of Servants of Companies		Total Number of Passengers and Servants	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains	2	—	38	—	—	—	38
Collisions between Passenger Trains and other Trains or Engines	17	4	66	3	7	7	73
Passenger Trains or Portions of Trains getting off the Rails	8	—	13	1	6	1	19
Passenger Trains running into Sidings or off their proper Line through Points being wrong	6	—	30	—	—	—	30
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order	2	—	6	—	—	—	6
Axles or Wheels of Carriages of Passenger Trains breaking	1	—	—	—	—	—	—
Couplings breaking	—	—	—	—	—	—	—
Bursting of the Boilers of Engines of Passenger Trains	1	—	—	—	—	—	—
Train running into Station at too great speed	1	—	1	—	—	—	1
Total to Passenger Trains	38	4	154	4	13	8	167
Collisions between Goods and Mineral Trains	4	—	—	2	2*	2	2
Goods or Mineral Trains getting off the Rails	1	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	—	—	—	—	—	—	—
Couplings breaking	3	—	—	—	1	—	1
Bursting of the Boilers of Engines of Goods or Mineral Trains	1	—	—	1	—	1	—
Total to Goods and Mineral Trains	9	—	—	3	3	3	3
Total to all Trains	47	4	154	7	16	11	170

SCOTLAND.

Collisions between Passenger Trains	1	—	22	—	—	—	22
Collisions between Passenger Trains and other Trains or Engines	2	—	12	—	—	—	12
Passenger Trains or Portions of Trains getting off the Rails	1	—	7	—	3	—	10
Passenger Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Carriages of Passenger Trains breaking	—	—	—	—	—	—	—
Couplings breaking	1	—	8	—	—	—	8
Bursting of the Boilers of Engines of Passenger Trains	—	—	—	—	—	—	—
Total to Passenger Trains	5	—	49	—	3	—	52
Collisions between Goods and Mineral Trains	—	—	—	—	—	—	—
Goods or Mineral Trains getting off the Rails	—	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	—	—	—	—	—	—	—
Couplings breaking	1	—	—	1	—	1	—
Bursting of the Boilers of Engines of Goods or Mineral Trains	—	—	—	—	—	—	—
Total to Goods and Mineral Trains	1	—	—	1	—	1	—
Total to all Trains	6	—	49	1	3	1	52

IRELAND.

Collisions between Passenger Trains	—	—	—	—	—	—	—
Collisions between Passenger Trains and other Trains or Engines	—	—	—	—	—	—	—
Passenger Trains or Portions of Trains getting off the Rails	—	—	—	—	—	—	—
Passenger Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Carriages of Passenger Trains breaking	—	—	—	—	—	—	—
Couplings breaking	1	1	—	—	—	1	—
Bursting of the Boilers of Engines of Passenger Trains	—	—	—	—	—	—	—
Total to Passenger Trains	1	1	—	—	—	1	—
Collisions between Goods and Mineral Trains	—	—	—	—	—	—	—
Goods or Mineral Trains getting off the Rails	—	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	—	—	—	—	—	—	—
Couplings breaking	—	—	—	—	—	—	—
Bursting of the Boilers of Engines of Goods or Mineral Trains	—	—	—	—	—	—	—
Total to Goods and Mineral Trains	—	—	—	—	—	—	—
Total to all Trains	1	1	—	—	—	1	—

* One of these accidents occurred to a person not a servant of the Company in consequence of a collision at a station of the North-eastern Railway at Leeds. A part of the end wall was broken down by some of the trucks being pushed against it, and falling into the lane below severely injured a girl, named Eliza Speight.

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in England and Wales, Scotland, and Ireland, and Number of Persons killed and injured thereby, during the Half Year ended 31st December 1855.

	Number of Accidents.	Number of Passengers		Number of Servants of Companies		Total Number of Passengers and Servants	
		Killed.	Injured.	Killed.	Injured	Killed.	Injured.
Collisions between Passenger Trains	3	–	60	–	–	–	60
Collisions between Passenger Trains and other Trains, or Engines	19	4	78	3	7	7	85
Passenger Trains or Portions of Trains getting off the Rails	9	–	20	1	9	1	29
Passenger Trains running into Sidings or off their proper Line, through Points being wrong	6	–	30	–	–	–	30
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order	2	–	6	–	–	–	6
Axles or Wheels of Carriages of Passenger Trains breaking	1	–	–	–	–	–	–
Couplings breaking	2	1	8	–	–	1	8
Bursting of the Boilers of Engines of Passenger Trains	1	–	–	–	–	–	–
Trains running into Stations at too high a Rate of Speed	1	–	1	–	–	–	1
TOTAL to Passenger Trains	44	5	203	4	16	9	219
Collisions between Goods and Mineral Trains	4	–	–	2	2*	2	2
Goods or Mineral Trains getting off the Rails	1	–	–	–	–	–	–
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong	–	–	–	–	–	–	–
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	–	–	–	–	–	–	–
Axles or Wheels of Goods or Mineral Waggons breaking	–	–	–	–	–	–	–
Couplings breaking	4	–	–	1	1	1	1
Bursting of the Boilers of Engines of Goods or Mineral Trains	1	–	–	1	–	1	–
TOTAL to Goods and Mineral Trains	10	–	–	4	3	4	3
GRAND TOTAL to all Trains	54	5	203	8	19	13	222

* One of these accidents occurred to a person not a servant of the Company in consequence of a collision at a station of the North-eastern Railway at Leeds. A part of the end wall was broken down by some of the trucks being pushed against it, and falling into the lane below severely injured a girl, named Eliza Speight.

TABLE showing the CLASSES of ACCIDENTS to Servants of Companies or of Contractors upon Lines open for Traffic in England and Wales, Scotland, and Ireland respectively, during the Half Year ended the 31st December 1855.

ENGLAND.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signalmen.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
From Causes beyond their own Control, viz. —	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.
Collisions	–	–	1	3	3	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4	8
Trains or Engines getting off Rails	1	1	–	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	5
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Run over or crushed between Buffers while coupling or uncoupling Carriages or Waggons	–	–	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Boiler Explosions	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Struck against a Bridge which was too close to the Rails	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	1
Total	1	1	2	5	4	8	1	–	–	–	–	–	–	–	–	–	–	–	1	1	9	15
From want of Caution or Misconduct, viz. :—																						
Collisions	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	–	2	4	1	–	–	–	–	–	–	–	–	–	–	–	2	1	5	5
Run over while crossing Railway	–	–	1	–	3	–	2	2	1	–	1	–	–	–	3	1	4	1	2	–	17	4
Run over while shunting Trains	–	–	–	–	1	–	2	3	–	–	–	–	–	–	–	–	–	–	–	1	3	4
While incautiously working on the Line	–	–	–	1	–	–	–	–	–	–	–	–	–	–	6	1	1	2	2	–	9	4
Attempting to get upon or off Engines or Carriages in motion	–	2	–	1	1	2	–	1	–	1	–	1	–	–	–	2	1	–	2	1	4	11
Struck against Bridges	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Falling from Carriages or Waggons	1	–	–	–	1	2	1	–	–	–	–	–	–	–	–	–	2	–	–	1	5	3
Total	2	2	1	2	9	8	6	6	1	1	1	1	–	–	9	4	8	3	8	4	45	31
Grand Total	3	3	3	7	13	16	7	6	1	1	1	1	–	–	9	4	8	3	9	5	54	46

SCOTLAND.

	Engine Drivers.		Fireman.		Guards and Breaksman.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
From Causes beyond their own Control, viz. :—	Kld.	Injd.	Kld.	Injd	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd	Kld.	Injd.	Kld.	Injd.	Kld.	Injd.	Kld.	Injd
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains or Engines getting off rails	–	1	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Run over or crushed between Buffers while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	–	1	1	1	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	4
From want of Caution, or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while crossing Railway	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–	–	1	2	1
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
While incautiously working on the Line	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Attempting to get upon or off Engines or Carriages in motion	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Falling from Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	–
Total	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	2	–	–	1	3	1
Grand Total	–	1	1	1	–	1	–	1	–	–	–	–	–	–	1	–	2	–	–	1	4	5

IRELAND.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		Total.	
	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains or Engines getting off Rails	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1
From want of Caution, or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while crossing Railway	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
While incautiously working on the Line	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	–
Attempting to get upon or off Engines or Carriages in motion	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	–	–	2	–
Struck against Bridges or other Works	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Falling from Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	1	1
Total	–	–	–	–	–	1	–	–	–	–	–	–	1	–	–	–	1	2	2	–	4	3
Grand Total	–	–	–	–	–	1	–	–	–	–	–	–	1	–	–	–	1	3	2	–	4	4

GRAND TOTAL of ACCIDENTS to Servants of Companies or of Contractors upon Lines open for Traffic in England and Wales, Scotland, and Ireland, during the Half Year ended 31st December 1855.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		Total.	
	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. :—																						
Collisions	–	–	1	3	3	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4	8
Trains or Engines getting off Rails	1	2	–	3	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	8
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1
Run over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons	–	–	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	1	–	–	–	2
Boiler Explosions	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Struck against Bridges	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	1
Total	1	2	3	6	4	9	1	1	–	–	–	–	–	–	–	–	–	1	1	1	10	20
From want of Caution, or Misconduct, viz. :—																						
Collisions	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	–	2	4	1	–	–	–	–	–	–	–	–	–	–	–	2	1	5	5
Run over while crossing Railway	–	–	1	–	3	–	2	2	1	–	1	–	–	–	4	1	5	2	2	1	19	6
Run over while shunting Trains	–	–	–	–	1	–	2	3	–	–	–	–	–	–	–	–	–	–	–	1	3	4
While incautiously working on the Line	–	–	–	1	–	–	–	–	–	–	–	–	–	–	6	1	2	2	2	–	10	4
Attempting to get upon or off Engines or Carriages in motion	–	2	–	1	1	2	–	1	–	1	–	1	1	–	–	2	1	–	3	1	6	11
Struck against Bridges	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1
Falling from Carriages or Waggons	1	–	–	–	1	2	1	–	–	–	–	–	–	–	–	–	3	1	1	1	7	4
Total	2	2	1	2	9	9	6	6	1	1	1	1	1	–	10	4	11	5	10	5	52	55
Grand Total	3	4	4	8	13	18	7	7	1	1	1	1	1	–	10	4	11	6	11	6	62	55

BOARD OF TRADE Whitehall, JAMES BOOTH.

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REPORT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON THE

ACCIDENTS

WHICH HAVE OCCURRED ON

RAILWAYS

During the Year 1855.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
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FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

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REPORT

UPON THE

ACCIDENTS WHICH HAVE OCCURRED ON RAILWAYS

DURING THE YEAR

1855.

Railway Department, Board of Trade,
Whitehall, 11th February 1855.

My Lords,

I have the honour to lay before you the following Report upon the Accidents which have occurred on Railways during the year 1855.

From the returns which have been made to this department by Railway Companies, it would appear that, in 1855, 246 persons have been killed and 444 persons have been injured on railways. (*See* Appendix No. 1. Table 1.)

Of this number, 28 killed and 331 injured were passengers; 125 killed and 92 injured were servants of Railway Companies, or persons employed under contractors on the railways; and 93 persons have been killed and 21 injured who were neither passengers nor servants of the Railway Companies.

Accidents to Passengers.

Of the passengers who have suffered on railways, 10 were killed and 311 injured from causes beyond their own control, and 18 were killed and 20 injured from want of caution on their own part.

The accidents by which passengers were killed from causes beyond their own control are as follow:

In England,—

A female passenger was killed whilst crossing from one platform to the other, at Preston, on the North Union Railway, in consequence of the want of adequate accommodation.

One man was killed on the South Staffordshire Railway, in consequence of a portion of a train which had been left standing on the incline, without any person to attend to the break, having moved down the incline on the wrong line of rails, and come into collision with a train approaching from the opposite direction. It was supposed that this man had meddled with the break.

Two persons were killed on the Boston Branch of the Manchester, Sheffield, and Lincolnshire Railway, in consequence of a collision between a train and an engine, which were coming from opposite directions on the single line.

Four were killed on the Reading, Guildford, and Reigate Branch of the South-eastern Railway, in consequence of a collision between an engine and a train proceeding from opposite directions on the same line of rails.

In Scotland,—

One passenger was killed on the Glasgow and Paisley Joint Line, in consequence of a collision between a train of the Caledonian Railway Company and a train of the Glasgow and South-western Railway Company, which had been stopped by the fracture of a tyre.

In Ireland,—

One person was killed on the Great Southern and Western Railway, in consequence of the fracture of the couplings, by which the train was divided into three portions whilst ascending a steep incline, which led to a collision between two portions of the same train.

The whole of these accidents were within the control of the management, and they will be further alluded to in a subsequent part of this Report.

Besides these cases, three persons were killed near the Dinting Station of the Manchester, Sheffield, and Lincolnshire Railway, in the following manner:—

The train was stopped on a viaduct near the station, and some passengers thinking that they were at the platform, stepped out and fell over the parapet, and were killed. This accident might have been avoided if proper precautions had been taken by the Company.

Of the 311 passengers injured from causes beyond their own control, 226 were injured by collisions, 48 from the fracture of machinery of trains or from trains leaving the rails, and 36 from accidents at sidings or stations; and one man was struck against the side of a tunnel. (*See* Appendix No. 1. Table 2.)

The proportion of passengers who have been killed and injured to the number of passengers conveyed on railways during the year cannot be shown, inasmuch as the traffic returns for the half-year ending the 31st December 1855 have not been received from the Railway Companies. But the table on the following page exhibits the proportion between the number of passengers who have suffered on railways and the number conveyed for each of the eleven half-years ending the 30th June 1855, as well as the ratio of persons who have suffered to the number conveyed per mile of railway open.

The general average here shown is not, however, divided equally over all the lines of railway. Some Railway Companies have carried the traffic with a greater degree of safety than others, and upon certain lines no accidents have occurred during the last six years. Tables exhibiting the proportion between the number of passengers killed and injured from causes beyond their own control to the traffic on several railways are given in the Appendix No. 1. Tables 3, 4, 5.

Ninety-eight accidents to trains and engines, and five from persons in trains being struck against permanent works, have come under the cognizance of your Lordships during the year. Of these, ninety have been reported upon by the inspecting officers of this department. Several other accidents, by which persons have been injured by trains, have also been reported upon; and of these, four have reference to level crossings, which subject will be alluded to in a subsequent part of this Report.

Year.	Mean Number of Miles open.	Number of Passengers conveyed.	Number of Passengers conveyed per Mile of Railway open.	Number of Persons employed on 30th June per Mile open.	Accidents to Passengers. From Causes beyond their own Control. Killed. Number.	Killed. Proportion to Number of Passengers conveyed.	Killed. Proportion to Number of Passengers conveyed per Mile of Railway open.	Injured. Number.	Injured. Proportion to Number of Passengers conveyed.	Injured. Proportion to Number of Passengers conveyed per Mile of Railway open.	From their own Misconduct or Incaution. Killed. Number.	Killed. Proportion to Number of Passengers conveyed.	Killed. Proportion to Number of Passengers conveyed per Mile of Railway open.	Injured. Number.	Injured. Proportion to Number of Passengers conveyed.	Injured. Proportion to Number of Passengers conveyed per Mile of Railway open.	Total. Killed. Number.	Killed. Proportion to Number of Passengers conveyed.	Killed. Proportion to Number of Passengers conveyed per Mile of Railway open.	Total. Injured. Number.	Injured. Proportion to Number of Passengers conveyed.	Injured. Proportion to Number of Passengers conveyed per Mile of Railway open.
1850.																						
30th June -	6,170	31,760,503	5,148	—	3	1 in 10,588,834	1 in 1,716	33	1 in 962,621	1 in 156	7	1 in 4,538,072	1 in 735·4	3	1 in 10,588,834	1 in 1,716	10	1 in 3,176,650	1 in 514·8	36	1 in 882,403	1 in 143
31st Dec. -	6,464·5	41,087,919	6,356	—	9	1 in 4,576,435	1 in 706·2	138	1 in 297,738	1 in 46	13	1 in 3,160,609	1 in 488·8	9	1 in 4,576,434	1 in 706·2	22	1 in 1,867,632	1 in 288·9	147	1 in 279,509	1 in 43
Total, 1850	6,326	72,854,422	11,516	9·5	12	1 in 6,071,202	1 in 959·6	171	1 in 426,049	1 in 67·3	20	1 in 3,642,721	1 in 575·8	12	1 in 6,071,202	1 in 959·6	32	1 in 2,270,138	1 in 359·8	183	1 in 398,112	1 in 62·9
1851.																						
30th June -	6,659	37,881,703	5,688	—	11	1 in 3,443,791	1 in 517	142	1 in 266,772	1 in 40	8	1 in 4,735,212	1 in 711	6	1 in 6,313,617	1 in 948	19	1 in 1,993,773	1 in 299	148	1 in 255,958	1 in 38·4
31st Dec. -	6,794	47,509,392	6,992	—	8	1 in 5,938,674	1 in 874	213	1 in 223,048	1 in 32·8	9	1 in 5,278,821	1 in 776·8	14	1 in 3,393,528	1 in 499	17	1 in 279,435	1 in 411	227	1 in 209,292	1 in 30·8
Total, 1851	6,755·5	85,391,095	12,640	9·6	19	1 in 4,494,268	1 in 665·2	355	1 in 240,538	1 in 35·8	17	1 in 5,023,005	1 in 743·5	20	1 in 4,269,554	1 in 632	36	1 in 2,374,753	1 in 353·8	375	1 in 227,709	1 in 33·7
1852.																						
30th June -	6,983	39,249,605	5,620	—	1	1 in 39,249,605	1 in 5,620	56	1 in 700,585	1 in 100	10	1 in 3,924,960	1 in 562	5	1 in 7,849,921	1 in 1,124	11	1 in 3,568,145	1 in 510·9	61	1 in 643,436	1 in 92
31st Dec. -	7,206	49,886,124	6,922	—	9	1 in 5,542,902	1 in 769	316	1 in 157,867	1 in 21·9	12	1 in 4,157,177	1 in 576·8	3	1 in 16,628,708	1 in 2,307	21	1 in 2,375,529	1 in 329·6	319	1 in 156,382	1 in 21·7
Total, 1852	7,113	89,135,729	12,531	9·5	10	1 in 8,913,572	1 in 1,253	372	1 in 239,612	1 in 33·6	22	1 in 4,051,624	1 in 569·5	8	1 in 11,141,966	1 in 1,566	32	1 in 2,785,491	1 in 391·5	380	1 in 234,567	1 in 32·9
1853.																						
30th June -	7,424	45,080,316	6,072	—	10	1 in 4,508,031	1 in 607	114	1 in 395,441	1 in 53·2	14	1 in 3,210,022	1 in 433·6	7	1 in 6,440,045	1 in 867·4	24	1 in 1,878,346	1 in 253	121	1 in 372,564	1 in 50
31st Dec. -	7,575	57,206,344	7,552	—	26	1 in 2,200,244	1 in 290·5	166	1 in 344,616	1 in 45·4	14	1 in 4,086,167	1 in 532	13	1 in 4,400,488	1 in 580·9	40	1 in 1,430,158	1 in 188·8	179	1 in 325,175	1 in 42
Total, 1853	7,488·5	102,286,660	13,659	10·7	36	1 in 2,841,296	1 in 379·4	280	1 in 365,309	1 in 48·7	28	1 in 3,653,095	1 in 487·8	20	1 in 5,114,333	1 in 682·9	64	1 in 1,598,229	1 in 213	300	1 in 340,955	1 in 45·5
1854.																						
30th June -	7,721·5	50,367,404	6,523	—	3	1 in 16,789,134	1 in 2,174	72	1 in 699,547	1 in 91·9	4	1 in 12,591,351	1 in 1,630·7	3	1 in 16,789,134	1 in 2,174	7	1 in 7,195,343	1 in 931	75	1 in 671,565	1 in 86·9
31st Dec. -	7,923·5	63,991,484	8,076	—	9	1 in 7,110,165	1 in 897	259	1 in 247,071	1 in 31·1	15	1 in 4,266,098	1 in 538	12	1 in 5,332,623	1 in 673	24	1 in 2,666,311	1 in 336	271	1 in 236,131	1 in 29·8
Total, 1854	7,842	114,358,888	14,582	11·6	12	1 in 9,529,907	1 in 1,215	331	1 in 345,495	1 in 44	19	1 in 6,019,415	1 in 767·4	15	1 in 7,623,925	1 in 972·1	31	1 in 3,688,996	1 in 472·2	346	1 in 330,517	1 in 42·1
1855.																						
30th June -	8,081·5	51,815,149	6,411	—	3	1 in 17,271,716	1 in 2,137	107	1 in 484,253	1 in 63·4	7	1 in 7,402,164	1 in 915·8	5	1 in 10,363,029	1 in 1,282·2	10	1 in 5,181,514	1 in 641	112	1 in 462,635	1 in 57·2
31st Dec. -	8,204	—	—	—	7	—	—	204	—	—	11	—	—	15	—	—	18	—	—	219	—	—
Total, 1855	8,175·5	Returns incomplete.		12·6	10	—	—	311	—	—	18	—	—	20	—	—	28	—	—	331	—	—

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Ninety-four accidents have been tabulated under the general heads shown in the following table; and more detailed tables, giving the description of each accident, and classifying the causes which contributed, and the defective arrangements commented upon by the inspecting officers in reference, thereto, are included in the Appendix No. 2.

NATURE OF ACCIDENT.	Number of Accidents.	Passengers or Persons unconnected with Lines. Killed.	Injured.	CAUSES OF ACCIDENTS. Purely Accidental.	Causes arising from the Rolling Stock or the Road. Neglect of Machinery of Train.	Road.	Defective Construction of Machinery of Train.	Road.	Causes attributable to the Management. Insufficient Supply of Means for securing Safety. Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Defective Discipline. Unpunctuality. Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases where, if the Line had been worked by the Electric Telegraph, the Accidents would have been averted.	Improper Interference by Persons not under
1st CLASS.—ACCIDENTS APPERTAINING TO ROLLING STOCK OR ROAD.																						
Accidents from engines or carriages leaving the rails	20	.	30	12	2	6	5	5	1	.	.	.	3	.	.	.	1	3	.	2	.	.
Accidents at facing points	11	.	33	.	.	1	.	9	.	5	.	.	.	.	1	.	.	5	.	7	.	.
Accidents from persons in trains being struck against permanent works adjacent to the line	5	.	1	.	.	.	2	3	.	.	.	.	.	.	.	.	.	1	.	.	.	.
Accidents from boiler explosions	5	.	.	1	2	.	1	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.
Accidents from fracture of couplings	4	1	6	2	.	.	3	.	1	.	.	2	3	.	1	.	.	2	.	1	.	.
Total	45	1	70	15	4	7	11	17	2	5	.	2	6	.	2	.	1	12	.	11	.	.
2d CLASS.—ACCIDENTS APPERTAINING TO MANAGEMENT.																						
Collisions on double lines of railway from trains following each other on the same line of rails	21	1	115	5	1	.	1	2	3	3	4	.	3	8	4	1	9	10	14	11	17	1
Collisions at junctions	6	.	28	.	.	.	.	1	.	1	.	1	.	5	.	.	1	3	1	5	2	.
Collisions at stations or sidings	8	.	18	.	.	.	.	1	2	.	2	.	.	3	.	.	2	7	.	5	1	1
Collisions on single lines of railway between trains meeting in opposite directions	3	2	54	.	.	.	.	.	1	1	.	.	.	.	.	.	.	2	.	1	.	.
Collisions on double lines of railway between trains and engines meeting in opposite directions, in consequence of one having taken the wrong line	2	5	8	.	.	.	.	.	.	2	.	1	.	.	.	.	.	2	.	1	.	1
Collisions between trains at a level crossing of two railways	1	.	.	.	.	.	.	.	.	1	.	1	.	1	.	.	1	1	.	.	1	.
Accidents from trains entering stations at too great a speed	4	.	18	1	1	.	.	.	.	2	.	.	.	.	.	.	.	3	.	2	.	.
Miscellaneous	4	4	*1	1	.	.	.	3	1	1	.	.	.	.	.	.	.	1	.	.	1	.
Total	49	12	242	7	2	.	1	7	7	11	6	3	3	17	4	1	13	29	15	25	22	1
Total of all Classes	94	13	312	22	6	7	12	24	9	16	6	5	9	17	6	1	14	41	15	36	22	4

NAME OF COMPANY.	Length. M.	CH.	Killed.	Injured.	Purely Accidental.	Neglect of Machinery of Train.	Road.	Defective Construction of Machinery of Train.	Road.	Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Unpunctuality. Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases where, if the Line had been worked by the Electric Telegraph, the Accidents would have been averted.	Improper Interference by Persons not under
Aberdeen	72	45	2	30	.	1	.	.	.	.	1	.	.	.	1	.	.	1	2	1	.	1	.
Bristol and Exeter	123	70	2	1	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.	2	2	2	.
Birkenhead, Lancashire, and Cheshire Junction	32	70	1	6	1	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.
Caledonian	198	38	4	16	2	1	.	1	.	1	.	1	.	.	1	1	.	.	3	1	.	1	.
Chester and Holyhead	105	42	1	3	1	.	.	.	.	1	1	.	.	1	1	1	.	.	1	1	.	1	.
Chester General Station	–	–	1	1	.	.	.	.	.	.	.	.	.	.	1	.	.	1	1	.	.	.	.
Dublin and Drogheda	62	17	1	7	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.
Edinburgh and Glasgow	92	2	1	2	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	1	.	.
Eastern Counties	562	11	6	42	.	.	.	1	.	.	.	1	.	.	1	.	.	1	2	2	4	1	1
East Lancashire	79	79	2	8	.	.	.	1	2	.	.	.	.	.	.	.	.	.	.	.	.	1	.
Great Northern	283	56	9	20	3	.	.	1	2	.	1	2	.	2	3	.	.	2	1	1	6	2	.
Great Southern and Western	203	68	1	1	.	.	.	1	.	1	.	.	1	1	.	.	.	.	1	.	.	.	.
Great Western	450	58	3	5	.	1	.	.	.	.	1	1	1	.	1	.	.	1	1	1	1	2	.
Lancashire and Yorkshire	293	37	2	17	.	.	.	.	1	.	1	1	.	.	.	.	.	1	2	1	1	1	.
London, Brighton, and South Coast	164	33	1	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and North-western	642	50	7	5	2	1	1	3	3	.	1	.	.	1	.	.	.	1	4	1	2	2	1
London and South-western	664	16	3	10	1	.	.	.	.	.	1	.	.	.	.	.	.	1	2	1	1	1	.
Lancaster and Carlisle	90	47	1	6	1	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.
Londonderry and Coleraine	36	13	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Manchester, Sheffield, and Lincolnshire	171	11	4	3	2	.	.	.	1	.	.	.	1	.	.	.	.	.	1	.	.	1	.
Midland	493	53	10	29	2	.	1	.	3	1	2	.	1	.	3	.	.	2	4	1	5	2	.
Newport, Abergavenny, and Hereford	33	62	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North British	147	74	2	7	1	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	1	1	.
North-eastern	704	79	6	8	2	.	1	.	.	1	1	.	1	1	1	.	.	.	4	1	1	1	.
North London	8	35	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North Union	–	–	1	1	.	.	.	.	1	1	.	.	.	.	.	.	.	.	.	.	.	1	.
Oxford, Worcester, and Wolverhampton	93	57	3	7	1	1	1	1	1	2	.	.	.	.	.	1	.	2	2	1	.	1	.
Scottish Central	50	17	1	.	.	.	.	.	.	.	.	.	.	.	1	.	.	1	1	.	.	1	.
Shrewsbury and Hereford	50	46	1	.	.	.	1	.	.	.	.	.	1	.	1	.	.	.	1	.	1	.	.
South Devon	56	74	2	7	1	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	1	.	.
South-eastern	258	51	8	27	.	.	1	1	5	.	4	.	1	.	1	1	.	.	5	.	6	.	1
South Staffordshire	25	62	3	1	45	1	.	.	1	.	1	.	1	.	.	.	.	.	2	.	1	.	1
South Yorkshire	31	10	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
South Wales	156	15	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Total	6,446	74	94	13	312	22	6	7	12	24	9	16	6	5	9	17	6	1	14	41	15	36	22	4

* This person was not a passenger.

Review of the Causes of the Accidents.

From an examination of these tables it will appear that out of the ninety-four cases alluded to, the accidents in twenty-two instances were attributable to purely accidental circumstances, but that in only ten of these cases were accidental circumstances the sole cause of the accidents. The negligence of servants entered into the causes of thirty-six accidents; but of these, negligence was the main cause of accident in only sixteen cases.

The remaining sixty-eight accidents are chiefly attributable to defective arrangements, which may be classed as follow:—

Defects in the Construction of Works or Rolling Stock.
Insufficiency of Accommodation or of Appliances for securing Safety.
Insufficient Staff.
Inadequacy in the System of Working.

Defects in the Construction of the Works or Rolling Stock.

Under this head may be classed four accidents from trains leaving the rails, of which one occurred on the Wimbledon and Croydon Railway, from the line having been constructed without sufficient ballast; one on the London and North-western Railway, at Preston Brook, from the permanent way being too light for the traffic it was required to carry; the third on the North British Railway, attributed to a joint-key having fallen out, the permanent way being also in a defective condition; and the fourth occurred on the South-eastern Railway, in the Higham Tunnel, owing to the defective condition of the road in the tunnel, partly arising from bad drainage.

In all these cases it is stated by the inspecting officer that the accidents would probably not have occurred had the joints of the rails been fished. The stability of the permanent way is one of the most important elements in the economical and safe working of a railway, and to obtain this stability very great care should be bestowed upon the joints of the rails. Of the improved joints in use, the fished joint appears to be the one most largely adopted on narrow-gauge lines, and to have proved very satisfactory. It is worthy of remark, that during the past year no accident has occurred in which the permanent way is noticed as having been in a really bad condition. But although there have been no accidents from this cause, I have to remind your Lordships that, upon a complaint from the Mayor of Norwich, an inspection was made of the Eastern Counties Railway between London, Cambridge, and Norwich; and, that the inspecting officer reported that the permanent way and wooden bridges on this line were in such a state of decay that persons travelling incurred serious risk. Your Lordships had no power of interference, but called the attention of the Company to the facts stated by the inspecting officer.

The use of self-acting points has occasioned several accidents during the past year. The most deplorable of these was the one which occurred on the 1st January 1855, at Leeds, to a Great Northern train, in which part of a train was forced over the side of a viaduct. Had there been a parapet this accident would probably not have occurred.

Another occurred at Doncaster, two accidents occurred on the Midland Railway, and one on the Lancashire and Yorkshire Railway, from this cause. They were all cases of trains moving through self-acting facing points, in which the principle of action failed. There can be no doubt that self-acting points, by dispensing with an attendant, are of great use in sidings and station yards, where trains pass at reduced speeds; but they are liable to derangement from accidental causes, and from the action of the weather, and therefore facing points on a main line of railway should be attended to by a pointsman during the passage of every train in either direction; and experience shows that it is better that the points should be retained in position by the handle being pinned, instead of being held by the pointsman.

In connexion with this subject may be mentioned an accident which occurred on the South Devon Railway, from a train running into a siding through facing points which, by mistake, had been left, locked, open for the siding. This accident shows that it is desirable that when facing points leading from a main line into a siding cannot be avoided, the arrangements should be such as to render it impossible for them to be locked in such a position.

Accidents have occurred from the permanent works of railways being so near to the line as to cause persons to be struck by them. The present width of

vehicles renders it desirable that permanent works above the level of carriage-steps should not be nearer to the rails than three feet six inches.

Of these accidents, one on the South-eastern Railway occurred in a tunnel twelve feet wide, where the rails had been carelessly placed much nearer to one side than to the other. Another on the South-eastern Railway, and one on the East Lancashire Railway, in which servants of the Companies were struck by bridges, occurred in consequence of a want of care on the part of the Companies to adapt the construction of the rolling stock to the height of the bridges.

Accidents from the fracture of couplings caused the death of one passenger and injured six passengers. The defective form of many of the coupling hooks in use on railways, and the inconvenience attendant upon side chains, have been noticed in a former Report. Some improved means of attachment between the vehicles of a train would appear still to be a desideratum on railways.

One of these accidents occurred on the South Staffordshire Railway whilst the train was ascending an incline, and the waggons which were separated from the train moved back down the incline. The Company proposed to place catch sidings on the line, communicating with it by means of self-acting points, to be set open for trains moving back down the incline. But this scheme contains many elements of danger; and the only safe way of providing against this class of accidents is to place sufficient break power in rear of the train to hold the vehicles on the incline.

Five accidents occurred from boiler explosions during the year. Two were due to the plates of the boiler having become very much corroded. The opinion of Lieutenant Colonel Wynne, who reported upon the accident, and of Professor Tyndal, whom he consulted, was, that the corrosion was caused by the continuous action of weak currents of electricity, generated by the brass tubes and the iron plates, through the medium of the water in the boiler. Professor Tyndal also drew attention to the fact, that water which has been subjected to continued boiling is freed from the air which it commonly contains; and, that when so freed from air the cohesion of the particles is increased, and the liquid may be heated to a temperature far above the ordinary boiling point without being converted into steam; but that, when, either by the further application of heat, or by a disturbance of the superheated liquid, the cohesion of the particles is overcome, the whole mass will be converted suddenly into steam, with an explosion resembling that of ignited gunpowder. The subject appeared of such interest that a circular was sent to the Railway Companies on the subject. A copy of this circular, and of the replies which have been received thereto, will be found in the Appendix No. 4.

Inadequacy of Means for securing Safety.

The want of siding accommodation has led to several accidents. This has been especially evidenced in cases where trains were required to pass each other, without sufficient accommodation being provided. On the Caledonian Railway, at Burnbrae, and on the North-eastern Railway, at Bradbury, collisions occurred in consequence of goods trains being shunted from one main line on to the other, to allow other trains to pass them. The records of this department show that this practice has always proved a fertile source of accident.

A mixed goods and passenger traffic, unless worked with peculiar care, contains many elements of danger. This is shown by the fact that out of forty-one collisions of all classes reported upon by the inspecting officers, twenty-seven occurred between passenger trains and goods or mineral trains. It is therefore desirable to separate the two classes of traffic as much as possible.

The inadequacy of the signal arrangements has entered into the causes of fifteen accidents; four of these arose from the practice of not lighting the signals after dark, although the lines and stations were used for traffic. A collision occurred from this cause on the Scottish Central Railway, at Bannockburn, between a train which was being shunted at the station, and another train timed to pass the station. The collision at the level crossing of the Great Western and West London Railways, and one at Cove, on the Aberdeen Railway, were partly due to the same cause. A collision occurred in the Summit Tunnel on the Lancashire and Yorkshire Railway, between an excursion train and a goods train, because the practice of signalling trains through the tunnel, which is in force in the daytime, was discontinued at night.

A collision occurred in the White Ball Tunnel on the Bristol and Exeter Railway, in consequence of the want of an arrangement for signalling trains through the tunnel. Experience shows that the only safe mode of working the traffic through a tunnel, especially when situated upon an incline, and wet, is to prevent one train from entering the tunnel until the preceding train has passed out.

The experience of many of these accidents shows that it is highly important to bring the handles of the signals and switches as near together as possible, and to arrange that at junctions a signal of some description should be connected with the facing points, to show the direction in which they are turned.

The inefficient position of the tail-lights of trains has been the partial cause of several accidents.

The want of time-pieces has contributed to cause six accidents. On lines of railway worked to time-tables every station should be furnished with a clock in a conspicuous position; and all the servants whose duties require a knowledge of time, such as signalmen, engine-drivers, and guards, should be supplied with time-pieces.

The want of a communication between the guard and engine-driver of a train has contributed towards nine accidents. Five of these were due to a portion of the train having become separated; in one case the train had been separated into three parts without the knowledge of the guard or engine-driver. The mode of communication, to be effectual, should provide against this class of accident.

But the most important cases where a means of communication would have averted very serious consequences were—1st, on the London and North-western Railway, near Preston Bank, where one carriage left the rails, but the engine-driver was not aware that anything was wrong till he had gone on for half a mile; and 2d, on the North-eastern Railway, near Cramlington, where the tyre of the wheel of a first-class carriage broke, but the engine-driver did not become aware of the accident until he had travelled on for a distance of three miles. Meanwhile the guard's van, which was behind this carriage, had broken away from the train at half a mile from the place where the accident occurred, and the first-class carriage continued to run on for two miles and three quarters, and then also broke away, but not until all the wheels and axles had been torn from under it in its progress. The Great Northern Railway Company have, it is understood, established a means of communication on all their trains, and it is believed also that the North-eastern and North British Railway Companies have adopted it, at least on their through trains. A recent accident on the Great Northern Railway, near Ranskill, shows the advantage of it. On a very dark night the guard of the express train, travelling at a speed of forty miles per hour, heard the ballast being thrown up against his van; he immediately signalled to the engine-driver, who stopped, when it was discovered that the tyre of the wheel of a second-class carriage was broken. The people in the carriage had in vain endeavoured to attract notice. In the course of last session your Lordships introduced into, and passed through, the House of Lords a Bill which contained a clause to compel Railway Companies to afford a means of communication between the guard and engine-driver in every passenger train. Owing to the late period of the session at which this measure came down from the House of Lords, it was not considered in the House of Commons.

The want of break power is alluded to in the case of five accidents. One case is mentioned on the South-eastern Railway of a train of thirty-two carriages being supplied with only two breaks.

On the Midland Railway an excursion train is mentioned which consisted of twenty-seven carriages and two vans, and carried 1,000 persons. The break-power attached to this train was so inadequate as to render it necessary to break the wheels with pieces of wood placed between the spokes, which acted against the framing of the carriages.

There can be no doubt that by far the larger number of the collisions would not have occurred had the break power been sufficient to enable the train to be stopped, under any circumstances of speed or gradient, in two or three hundred yards.

It must be remembered, that there is scarcely an instance on record of an engine-driver not having had some short notice of an obstacle in front, during which he has used his best endeavours to stop.

When each break requires a separate man to work it, the number of breaks in a train forms an important element in the expense of the train, and an increased number of break vans, beyond the number actually required for parcels or luggage, causes additional unproductive weight.

Several plans have therefore been tried for the purpose of giving the engine-driver from his tender, or the guard from his van, control over breaks on passenger carriages. The only one which appears to have been practically adopted to any extent is by Mr. Newall, of the East Lancashire Railway, which is stated to be in use on the East Lancashire, Lancashire and Yorkshire, Manchester, Sheffield, and Lincolnshire, and North British Railways.

This plan enables the guard or engine-driver to apply a break to every carriage in the train, or to as many carriages fitted with breaks as it might be considered desirable to place in the train. It is also arranged so as to afford a means of communication between the guard and engine-driver.

The principle of applying a break to every wheel, instead of to one or two vehicles in a train, is thoroughly sound; and it is most desirable that it should be adopted by Railway Companies, at least for trains timed to travel at high rates of speed.

In the case of two or three accidents, it appeared that fog signals laid down did not explode. In the case of one on the North British Railway, it was shown that fog signals had been swept off the line by the axle guard, or by some other means.

Fog signals are generally used in cases where there would be a difficulty in seeing other signals at any distance, and it is of the first importance that they should never fail to explode when passed over. The fact of their having been displaced by the engine without exploding deserves the careful attention of Railway Companies, in order that, if necessary, some improved means of attachment to the rail should be adopted.

Insufficiency of Staff.

From the reports on several accidents it would appear that many railway servants are overworked to a dangerous extent.

On the Dublin and Drogheda Railway an accident occurred from an engine-driver being asleep, from overwork; he was occasionally kept out for seventeen hours at a time, his ordinary duty being from 5 A.M. to 10 P.M., with three hours' interval. On the Chester and Holyhead Railway it appears that the engine-drivers are occasionally out for twenty-three hours. It is impossible that engine-drivers, who are required to keep a constant good look-out and whose whole energies should be devoted to their engines, can perform the duty when worked in this manner.

On the South-eastern Railway there are mentioned several cases in which the servants are overworked; the most aggravated case is that of the Sunday duty of the signalman at Strood, which is stated to amount to nineteen consecutive hours.

On the London and South-western Railway the station-master at Malden is on duty daily for sixteen hours, and on Sundays for thirteen hours, with an interval of one hour for dinner.

This subject is one of the greatest importance. It must be remembered, that it is upon the continued exercise of vigilance and caution by these men that the safety of the passengers' lives and of a large amount of property depends. Although the actual work of railway servants is not very hard, yet the large number of hours during which it has been shown that they have been occasionally kept on duty must have rendered it impossible in those cases that this vigilance could be properly exercised.

The inefficiency of servants is mentioned in several cases; the most prominent are as follow: First, on the Chester and Holyhead Railway. In this case a man was sent in charge of a large train, who was nineteen years of age and had been employed under the goods foreman at the general station at Chester for eighteen months, but had only been previously with one train on the Chester and Holyhead Railway and ten or twelve times on the London and North-western Railway as assistant; and he knew nothing of the running of the trains on the line, and nothing about the regulations of the Company. He had not been provided with a watch, a time-table, or a book of rules. Secondly, a

signalman was placed in charge of the level crossing of the Great Western and West London Railway who had only been for two months employed by the Company, and to whom the system of signalling adopted at that place had not been properly explained.

Cases of Accident attributable to the System of Working.

The negligence of servants of Railway Companies has contributed to thirty-six of the accidents which have been reported upon. It cannot be a matter of astonishment that negligence should sometimes occur, considering that above 97,000 men are employed in conducting the traffic on railways. But a careful examination of the several accidents shows that those railways upon which negligence is most apparent are those where the system of management is most defective.

As an instance of this the South-eastern Railway may be quoted. Since the 11th September 1855 six accidents have occurred, to all of which negligence has contributed. And all these accidents show a great laxity in the system of working, of which the following instances may be quoted:—One accident, by which four passengers were killed, occurred at Reading, and was caused by an engine being run on the wrong line of rails, and coming into collision with a passenger train approaching from the opposite direction. The inspecting officer mainly attributed the accident to the fact that the junction of the lines from the goods and passenger stations was generally left with the signals at danger, without a signalman to attend to them, and that the engine-drivers were therefore habituated to run past the signals showing danger; it was also partly attributed to the generally lax system of working the station. As an instance of the want of system on this line, the fact was mentioned, that one of the porters had been removed from this station for ten months without the knowledge of the General Manager or Superintendent. In the case of another accident that occurred at Gravesend, it appeared that a goods train was ordered to run without ordinary precautions having been taken to ensure its safe working at a part of the line where dangerous shunting operations were required to be performed by that goods train nearly every night, and that after notice of the inadequacy of the arrangements had been formally given to the Superintendent, on the 21st September, no orders were issued by him with reference thereto till the 27th September, and that the arrangements he then made of appointing a porter to signal the train were not notified to the engine-drivers and guards of the trains who were to be guided by this man's signals.

Another of the accidents occurred at the Bricklayers' Arms Junction. This accident was attributed mainly to an objectionable practice of blocking the handle of the points with a piece of wood, which had been followed for four years, and was in use at other places. It was alleged that the practice was unknown to the officers of the Company, but the fact of its having continued for so long a period without their knowledge is of itself evidence of defective discipline. Another of the accidents occurred at Strood. This was mainly attributable to a pointsman not having held the points. The Company alleged that it was his duty to hold them; but the two pointsmen alternately on duty, of whom one had been employed at that post for four years, stated that they had never held them, and had never been told to do so, or found fault with for omission, by the inspectors who visited the station twice a week. It appears that the officers of this Company, after having framed good regulations, did not take measures to ensure their being obeyed.

On the Glasgow and Paisley Joint Railway it appeared that nine years ago the manager had verbally directed the use of certain printed regulations then in force to be discontinued, and that none had since been substituted, and that practically there was no rule as to the intervals between trains. A collision occurred in consequence of a train timed to travel at twenty-six miles per hour being despatched, without a sufficient interval, after a train timed to travel at twenty-one miles per hour.

On the London and South-western Railway, in the case of the accident at Wimbledon, it appeared that the regulations required that the station-masters should start the trains, but that in practice a signalman started them, and consequently a passenger train timed to travel at twenty-six miles per hour was despatched after a goods train timed to travel at sixteen miles per hour, with an

interval of two minutes between the trains. The natural result was, that when the goods train had proceeded for about three miles and a half it was run into by the passenger train.

In the report on the accident at Felling Station, on the North-eastern Railway, the inspecting officer remarks, that the signalman was placed at a junction at which he found it impossible to carry out the printed regulations in regard to the interval to be observed between trains; that he was not supplied with the means of ascertaining that interval; and that his telegraphic communication, whilst warning him of danger, did not give him the means which it might, under a better system, have afforded him, of avoiding that danger.

The accident at Cove, on the Aberdeen Railway, affords a somewhat similar instance of defective management.

An excursion train, consisting of twenty-four carriages, conveying 600 passengers, was timed to start thirteen minutes before the ordinary passenger train, but it started twenty-five minutes late, and it was ordered to stop at four stations which were not shown on the time bill; the ordinary passenger train was one hour and twelve minutes late; but, notwithstanding this, it overtook and came into collision with the special train when it was stopping at one of the last stations on its journey.

The signals were not lighted at this station, and it appeared that the servants had, unknown to the manager, discontinued the practice of lighting them for a considerable time.

Numerous accidents are attributed to disregard of signals by engine-drivers. To run past a danger signal is the greatest fault an engine-driver can commit. But a careful examination of the cases will show that on many lines the practice is allowed to spring up, and is only treated as a crime by the superior officers when an accident occurs.

Defective time tables have entered into the causes of several accidents. The accident at the Bannockburn Station of the Scottish Central Railway showed that the line is used by three Companies, but that the time tables issued to each did not correspond. Similarly, in the case of the accident at the Chester Station to a Great Western train, on the 23d June, it appeared that there was a difference of half an hour between the actual time of starting a train and the time shown in the table. On the South Staffordshire Railway, where the trains are worked over a piece of single line, the time table showed six trains actually timed to meet on the single line.

A frequent element of danger in excursion trains has been the practice of running them without any time table; that is to say, the time at which they are started is fixed, but the engine-drivers are ordered to make the best of their way to the end of their journey. This practice is instanced in the case of the collision which occurred on the Lancashire and Yorkshire Railway, in the Summit Tunnel, and the one on the Midland Railway, near Bristol.

In the case of the latter accident, it appeared that the signalman received a notice that an excursion train would leave Birmingham at a certain time, and that he was to expect it till it passed. In the case of the first accident, the signalman received no notice of it until after it had passed him, although its running had been arranged for more than two days. If he had waited for its return he must have remained on duty for seventeen hours. This train consisted of fifty-five carriages, consisting of 1,930 passengers, which came into collision with a goods train in the middle of a tunnel, at midnight. The passengers of course poured out of the carriages on to the road, and had any other train come upon either line, the consequences would have been frightful. Mention is made in the report of another excursion train which had been run with 2,600 passengers *inside* and *outside* the carriages; it is needless to observe that such trains are perfectly unmanageable.

The unpunctuality consequent upon defective arrangements has caused accidents in fourteen cases. Of these the most striking is that of a goods train on the Oxford, Worcester, and Wolverhampton Railway, which was five hours and a half late in a distance of twenty miles.

The system of working lines by means of the electric telegraph has been extended during the year. The only manner in which this mode of working can be made effectual to prevent collisions between trains following each other, is to divide the line into portions by establishing telegraphic stations, and to prevent any train entering upon one of the portions until the preceding train

has passed off that portion. But accidents have occurred on the Eastern Counties Railway, on the North-eastern Railway, and on the London and North-western Railway, where telegraphic stations have been established. In the first case, the telegraphic instruments were the ordinary needle instruments, and the accident was occasioned by the misconception of a signal, owing to the want of precision in the regulations. In the case of the other two railways, the system adopted in working the trains does not ensure that an interval of distance shall be maintained between the succeeding trains.

It would appear that on the London and North-western Railway the only use made of the telegraph is for one station to communicate to the succeeding station that a train has entered upon the portion of line between them; and until the succeeding station notifies that the train has passed it, all trains which follow are to be cautioned; and the interval of five minutes formerly required to be maintained between trains has been diminished. This new system, in the opinion of the inspecting officer, contains more elements of danger than the old.

Single lines are becoming more numerous every day. Three collisions are reported as having occurred upon single lines from trains meeting; two of them were due to defective arrangements. A single line is only adapted to a limited traffic; but if worked in the only safe manner, viz., so as to ensure that only one engine shall be upon the single line, or upon defined portions thereof, at one and the same time, a single line will contain fewer elements of danger than a double line.

General Remarks.

Although, as previously stated, it cannot be shown what has been the proportion of accidents to the number of passengers conveyed, yet it is certain that the number of passengers conveyed in 1855 must have exceeded the number conveyed in 1854; and therefore, since the number of passengers killed or injured from causes beyond their own control is smaller for 1855 than it was for 1854, the proportion will also be smaller.

This diminution must be taken only to a modified extent as an evidence of improved management by the Railway Companies; for it is worthy of remark, that the number of accidents to trains which have been considered by your Lordships of sufficient importance to be investigated has increased; that the analysis of the accidents shows that the larger proportion have been due to causes within the control of the management; and that the proportion of accidents due to this cause has not diminished as compared with former years; as appears from the following classification.

The inquiries by officers of this department into railway accidents commenced in 1840, and in the Report for that year it is stated that out of thirty-five accidents, twenty-one were attributable, amongst other causes, to defective arrangements, eighteen were attributable to misconduct of servants, and six to mechanical causes.

The following is the proportion in which these causes have been distributed for the last three years:—

In 1853 seventy-six accidents to trains were reported upon; and it appeared that in only five of the seventy-six cases did purely accidental circumstances alone caused the accidents; and in only eleven other cases were purely accidental circumstances combined with other causes to create the accidents. In only twenty-eight cases was the direct negligence of inferior servants a contributing cause of the accidents; and in some of these cases the negligence was traced either to the men having been overworked or to defects in the state of discipline.

In 1854 out of eighty-five accidents which were reported upon, in only twenty-one instances did purely accidental circumstances enter into the causes of the accidents, and in only sixteen out of the twenty-one cases were the accidents attributable to accidental circumstances alone. The negligence of inferior servants entered into the causes of thirty-six of the accidents, but in only three cases were the accidents due to that cause alone. Three acccidents were from causes entirely beyond the control of the company. Hence only twenty-two out of the eighty-five accidents could not have been guarded against.

In 1855 it has been shewn that out of ninety-four cases the accidents in twenty-two instances were attributable to purely accidental circumstances, but

that in only ten of these cases were accidental circumstances the sole cause of the accidents. The negligence of servants entered into the causes of thirty-six accidents; but of these, negligence was the main cause of accident in only sixteen cases; the remaining sixty-eight accidents being attributable to defective arrangements.

The fact that defective arrangements in the conduct of the traffic enter largely into the causes of accidents deserves serious consideration, because the persons who travel on railways have a right to require that the traffic shall be conducted with the *greatest attainable degree of safety*, and that the causes of accident within the control of the management shall be a *minimum*.

With reference to this question, it is desirable to point out what is the present position of Railway Companies in regard to accidents.

In cases where persons are killed or injured by railway accidents, claims are made upon the Companies for compensation, and the general opinion has been that this acts as a sufficient check to compel the Railway Companies to carry the traffic in the safest manner. But, practically, this does not appear to be the case. The records of this department show several instances of accidents having recurred at the same places from exactly the same causes. The following is a recent instance in which it would appear that compensation did not induce the officers of a Railway Company to remove causes of danger pointed out by a former accident.

A serious accident occurred to an excursion train belonging to the South-eastern Railway Company, near Croydon, in 1854, for which very heavy damages were awarded, which were divided between the South-eastern Railway Company and the London, Brighton, and South Coast Railway Company, in certain proportions. One of the principal cases of defective arrangement attributed to the South-eastern Railway Company was the want of breaks in the train. The inspecting officer of this department reports that an order was subsequently issued by the General Manager, in July 1855, alluding to that accident, and specifying that in future one break was to be apportioned to every seven carriages in excursion trains; but this order was entirely disregarded by the superintendent of the line, and an excursion train of thirty-two carriages, which had to travel on inclines of one in ninety-three and one in one hundred, was run with only two breaks,—a number quite inadequate.

The pressure put upon the shareholders by the fear of having to make compensation, although no doubt advantageous, does not therefore appear invariably to act so as to make those in whom the management is vested work the lines with safety. And it does not appear that under the existing law in England there is any instance on record in which, although the accident may have been shown to have arisen either from the deterioration of the works or the defective arrangements and bad discipline on a railway, any superior officer of a Company has been punishable. The inferior servants of a Railway Company by whose negligence accidents have been caused are punishable, both under the common law and under the Act 5 and 6 Vict. c. 55. But many cases of negligence, for which these men have been punished, have been shown by the reports of the inspecting officers to be partly attributable to the defective system of working or to an insufficient establishment.

Although the occurrence of a railway accident is primâ facie evidence of misconduct somewhere, the only public inquiry that takes place is a coroner's inquest in those cases where the accident is attended with death; but the experience of the officers of this department shows that this tribunal is not well calculated for inquiries of this nature. Besides, it is not the extent of injury that is the measure of the degree of mismanagement, and by far the larger number of accidents are not fatal.

When the accidents are only attended with bodily injury, without loss of life, there is no provision for any inquiry. It is true that it is customary for accidents to be inquired into by officers of this department, but these officers have no legal power to make the inquiry; they are dependent for information upon the courtesy of the officers of Railway Companies, with whom, it must be recollected, that the motives for withholding information must be strongest where it is most required.

The Directors of a Railway Company have in a recent case protested against inquiries of this nature; there has, however, been no instance of a Railway Company having refused to allow an inquiry to be made by the inspecting officers. But, as a measure of the value of these investigations, it deserves

notice that some of the accidents which have occurred are attributable to sources of danger which had been previously pointed out by the reports of the inspecting officers, but had not been removed. As an example of this, the two following cases may be quoted.

At the Preston Station, belonging to the North Union Railway Company, there are six lines of rails, over which between 200 and 300 trains pass daily. Passengers arriving by the East Lancashire trains are obliged to find their way, without assistance, across these six lines of rails, in order to proceed by other trains to the north. In 1851 the Board of Trade urged the North Union Railway Company to erect a bridge for the accommodation of passengers passing from one platform to the other, but without effect. In 1853 an application was made to the Board, under a Special Act, by the East Lancashire Railway Company, to be allowed to run their trains to the North Union platform. This application was successfully opposed by the North Union Company, upon the ground that a foot bridge would be safer and should be erected. But having gained their object the North Union Company never erected the bridge; the Board of Trade had no power to compel them to erect one; and in July 1855 a female passenger was killed by a train, in her progress over the lines. Since this accident the Directors have ordered the erection of a bridge.

The South Staffordshire Railway affords another instance. The trains were worked according to a defective system, over a short piece of single line near Dudley. The consequence was a collision, in November 1854, between two trains, which met when coming from opposite directions, by which fourteen or fifteen persons were injured. Upon the report of their inspecting officer, the Board recommended the Company to adopt a system of working which would have insured that only one train could be upon the single line at one and the same time. This recommendation was not adopted, and another and similar accident, from exactly the same cause, occurred in May 1855, by which forty persons were injured.

It is not intended by these examples to imply that Railway Companies should be compelled invariably to adopt the specific recommendations of the inspecting officers of this department. Such a course might tend to diminish the responsibility of the managers of the lines, without placing it on any one else; and it might be alleged that, from the complicated nature of railway management, the mere adoption of the recommendations might introduce new elements of danger.

But it is manifestly wrong, after an accident has pointed out the existence of danger in the works or in the management, that, for mere convenience of traffic, or to save a trifling expense, a Railway Company should neglect to apply proper remedies.

The Select Committee of the House of Commons on Railway and Canal Bills of 1853 recommended that there should be placed upon those in whom the management of railways is vested, a greater degree of responsibility than the law at present admits. There may be practical difficulties in giving effect to this recommendation; but a consideration of the past history of railway accidents, shows that it is questionable whether any material improvement can be expected to take place in the safety of railway travelling until this shall have been done, and until an impartial public inquiry shall be made into the causes of all railway accidents.

Accidents to Servants of Railway Companies or Persons employed on Railways.

There have been reported to this department the cases of 125 servants of Railway Companies who have been killed and ninety-two who have been injured on railways during the year. Of these, twenty-eight have been killed and forty-one have been injured from causes beyond their own control, and ninety-seven are stated to have been killed and fifty-one to have been injured from their own misconduct or want of caution.

Appendix No. 3. enumerates the causes of these accidents, and shows the class of the persons who suffered; but inasmuch as Railway Companies are not bound by Act of Parliament to make returns of injuries to their servants, unless demanded, and as there is reason to believe that all cases of such accidents have not come to the knowledge of this department, it is impossible to draw any general deductions from these returns.

From these tables it would appear, that of those who suffered from causes beyond their own control fourteen were killed and thirty-four injured from accidents to trains; eleven were killed and five injured by being run over: of these, some suffered in coupling engines and carriages, and in the shunting of trains; one man was killed and one injured by being crushed between the buffers. And it would appear that of those who suffered from their own want of caution, nine were killed and seven injured by being crushed between the buffers of waggons or carriages, &c., and hence from this cause ten persons have been killed and eight injured during the year. It appears desirable that attention should be directed to this fact, in connexion with the remarks which I have made in a former part of this Report on the present system for connecting together the carriages of a train. Two men were killed and one injured by coming in contact with bridges whilst travelling. The defective arrangements which caused these accidents have been alluded to in a previous part of the Report.

Accidents to Persons who are neither Passengers nor Servants of Railway Companies.

Of this class ninety-three have been killed and twenty-one have been injured during the year. A further classification of these shows that three of those who were killed committed suicide.

Fifty-three were killed and fourteen injured while trespassing on railways. The impunity with which trespassers may use a railway as a common road was brought to your Lordships' notice in a former Report.

Thirty-five persons have been killed and six have been injured at level crossings. I am desirous of drawing this fact specially under your Lordships' notice, because in most of the projects for new lines of railway which have been brought before Parliament in the last few years the Companies have (chiefly from considerations of economy) proposed in numerous instances to cross roads of large traffic on the level, instead of erecting bridges, and it has been alleged in support of these level crossings that accidents at these places are rare.

One man was killed by a goods train at the Bridgeman Street level crossing at Walsall. At this level crossing an average of 1,800 foot passengers passed daily, besides numerous carts, horses, &c. The coroner's jury suggested that a foot bridge should be erected; but the Company alleged that if one was erected the public could not be compelled to use it; and that it was not possible, except by Act of Parliament, to close the railway crossing against foot passengers.

The subject of level crossings received the attention of the Legislature last year; the Bill which, as has been mentioned before, was passed through the House of Lords, extended to all Railway Companies the power which your Lordships possess under Acts of Parliament, passed since 1848, of ordering a bridge to be substituted for a level crossing in all cases where the public safety should require it. It also empowered your Lordships to order the erection of a bridge, for foot passengers only, at level crossings, in cases where such a course appeared preferable, and to close the crossing against persons on foot, except when the gates are opened for the passage of vehicles or animals.

Several Railway Companies have, in Acts of last session for new lines of railway, obtained power to limit the use of their level crossings to vehicles and animals, and to erect foot bridges at level crossings for persons on foot.

I have the honour to be, my Lords,
Your most obedient Servant,
DOUGLAS GALTON,
Captain Royal Engineers.

To the Lords of the Committee of
Privy Council for Trade.

APPENDIX.

Appendix No. 1.

TABLE No. 1.—NUMBER of PERSONS KILLED and INJURED from all Causes on all the RAILWAYS in GREAT BRITAIN and IRELAND, during the Half Years in 1850, 1851, 1852, 1853, 1854, and 1855.

——	Half Year ended 30th June 1850.		Half Year ended 31st Dec. 1850.		Half Year ended 30th June 1851.		Half Year ended 31st Dec. 1851.		Half Year ended 30th June 1852		Half Year ended 31st Dec. 1852.		Half Year ended 30th June 1853.		Half Year ended 31st Dec. 1853.		Half Year ended 30th June 1854.		Half Year ended 31st Dec. 1854.		Half Year ended 30th June 1855.		Half Year ended 31st Dec. 1855.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control - - -	3	33	9	138	11	142	8	213	1	56	9	316	10	114	26	166	3	72	9	259	3	107	7	204
Passengers killed or injured owing to their own misconduct or want of caution -	7	3	13	9	8	6	9	14	10	5	12	3	14	7	14	13	4	3	15	12	7	5	11	15
TOTAL Passengers killed or injured - -	10	36	22	147	19	148	17	227	11	61	21	319	24	121	40	179	7	75	24	271	10	112	18	219
Servants of companies or of contractors killed or injured from causes beyond their own control - -	25	17	40	25	34	10	30	17	26	23	31	42	39	43	23	46	19	19	20	37	18	21	10	20
Ditto, owing to their own misconduct or want of caution	29	10	34	11	21	10	32	11	23	7	40	17	44	20	53	23	36	20	37	11	45	16	52	35
Other persons crossing at level crossings* - - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	2	15	2	20	4
Trespassers* - - -	26	5	26	5	28	5	33	9	23	8	41	9	40	7	41	10	38	5	29	13	25	7	28	7
Suicide - - - -	3	—	1	—	3	—	1	—	—	—	—	—	1	—	—	—	—	—	2	—	—	—	3	—
Miscellaneous - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	1
TOTAL killed and injured	93	68	128	188	105	173	113	264	83	99	133	387	148	191	157	258	100	119	123	334	113	158	133	286
Length of railway open at the termination of each half year - Miles	6,308		6,621		6,698		6,890		7,076		7,336		7,512		7,686		7,813		8,054		8,118		8,293	
Number of passengers conveyed during each half year	31,766,503		41,087,919		37,881,703		47,509,392		39,249,605		49,886,124		45,080,316		57,206,344		50,367,404		63,991,484		51,845,149		The Traffic Returns for the half year ending 31st Dec. have not yet been received.	

* Accidents which occurred to persons at level crossings and to trespassers were not separated until December 1854.

TABLE No. 2.—COLLISIONS and other ACCIDENTS to TRAINS in GREAT BRITAIN and IRELAND, during the Years 1850, 1851, 1852, 1853, 1854, and 1855, and the NUMBER of PASSENGERS and SERVANTS of COMPANIES KILLED and INJURED thereby.

DESCRIPTION OF ACCIDENTS.	1850.							1851.							1852.							1853.							1854.							1855.						
	No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between passenger trains	7	5	51	.	1	5	52	9	7	164	.	.	7	164	8	2	35	1	3	3	38	7	1	48	1	1	2	49	4	1	63	.	3	1	66	8	1	123	.	2	1	125
Collisions between passenger trains and other trains or engines	*33	3	96	9	8	12	104	28	2	138	3	3	5	141	34	3	308	2	14	5	322	46	23	183	5	10	28	193	44	9	220	9	17	18	237	29	6	103	3	10	9	113
Passenger trains or portions of trains getting off the rails	9	.	11	1	2	1	13	9	3	25	3	4	6	29	13	.	17	7	9	7	26	15	4	38	11	4	15	42	14	.	33	2	10	2	43	13	.	21	2	10	2	31
Passenger trains running into sidings or off their proper line through points being wrong	2	.	7	.	.	.	7	5	6	26	1	.	7	26	2	4	11	.	.	4	11	3	.	1	.	1	.	2	5	.	15	3	4	3	19	10	.	35	.	.	.	35
Axles or wheels or machinery of engines attached to passenger trains breaking	1	.	.	.	.	.	.	2	.	.	1	1	1	1	5	.	.	4	5	4	5	9	.	2	1	2	1	4	3	.	.	.	.	.	.	5	.	6	1	2	1	8
Axles or wheels of carriages of passenger trains breaking	1	.	2	.	.	.	2	1	.	.	.	.	.	.	1	.	†1	.	.	.	1	4	2	7	.	.	2	7	6	1	.	.	1	1	1	6	.	7	1	.	1	7
Couplings breaking	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	1	14	.	.	1	14
Bursting of the boilers of engines of passenger trains	1	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	‡1	.	3	.	4	.	.	.	.	.	.	.	.	2	.	.	.	2	.	2
Trains running into stations at too high a rate of speed	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	1
TOTAL to passenger trains	54	8	167	10	12	18	179	54	18	353	8	8	26	361	63	9	372	14	31	23	403	86	31	279	21	18	52	297	76	11	331	14	35	25	366	77	8	310	7	26	15	336
Collisions between goods or mineral trains	3	.	.	.	4	.	4	2	.	.	2	1	2	1	6	.	.	8	2	8	2	7	.	.	1	35	1	35	11	.	.	6	5	6	5	8	§1	.	3	‖3	4	3
Goods or mineral trains getting off the rails	2	.	.	.	2	.	2	3	.	.	3	.	3	.	1	.	.	.	4	.	4	3	.	.	2	.	2	.	1	.	.	.	1	.	1	2	.	.	.	.	.	.
Goods or mineral trains running into sidings through points being wrong	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.
Axles or wheels of engines attached to goods or mineral trains breaking	1	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	.	.	.	.
Axles or wheels of goods or mineral waggons breaking	.	.	.	.	.	.	.	1	.	.	2	.	2	.	.	.	.	.	.	.	.	4	.	.	.	1	.	1	6	.	.	.	.	.	.	2	.	.	.	.	.	.
Couplings breaking	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5	.	.	1	1	1	1
Boilers of engines of goods or mineral trains breaking	2	.	.	2	3	2	3	2	.	.	1	1	1	1	2	.	.	1	2	1	2	2	.	.	6	9	6	9	.	.	.	.	.	.	.	3	.	.	4	6	4	6
TOTAL to goods and mineral trains	8	.	.	2	10	2	10	9	.	.	8	2	8	2	9	.	.	9	8	9	8	17	.	.	9	45	9	45	19	.	.	7	6	7	6	21	1	.	8	10	9	10
TOTAL TO ALL TRAINS	62	8	167	12	22	20	189	63	18	353	16	10	34	363	72	9	372	23	39	32	411	103	31	279	30	63	61	342	95	11	331	21	41	32	372	98	9	310	15	36	24	346

* Including three accidents by trains running into stations at too high a rate of speed, causing injuries to eight passengers.

† Cattle drover riding in a waggon on the Great Southern and Western (Ireland) Railway.

‡ Cattle drover scalded to death at the Aylesbury Station of the London and North-western Railway.

§ Cattle drover, who caused a collision and his own death, by improperly meddling with the break-handle of a van attached to a portion of a goods train which was standing on the Lichfield incline.

‖ One of these accidents occurred to a person not a servant of the Company, in consequence of a collision at a station of the North-eastern Railway at Leeds. A part of the end wall was broken down by some of the trucks being pushed against it, and falling into the lane below severely injured a girl, named Eliza Speight.

Note.—One accident in 1855 in England, and two in Scotland, under the heads of Axles or Machinery, are also given under the heads of Collisions; the first-named three accidents occurring previous to and leading to the collisions.

Appendix No. 1. - - - - - -

TABLE No. 3.—Showing the RAILWAYS upon which ACCIDENTS to PASSENGER TRAINS have occurred, togethe
1st January 1850 t

NAME OF RAILWAY COMPANY.	Year ending 31st December 1850.																							
	DESCRIPTION OF ACCIDENT.																							
	Collisions between Passenger Trains.			Collisions between Passengor Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
ENGLAND AND WALES.																								
Birkenhead, Lancashire, and Cheshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bodmin and Wadebridge	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Bristol and Exeter, including Exeter and Crediton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Chester and Holyhead, including Mold	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dowlais	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin	2	.	25	2	.	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	31
East Lancashire	.	.	.	2	1	2	.	.	.	.	.	.	.	.	.	1	.	2	.	.	.	3	1	4
Great Northern, including East Lincolnshire	.	.	.	2	.	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	6
Great Western	.	.	.	1	.	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	8
Lancashire and Yorkshire, including Blackburn	1		1	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	5
Lancashire and Yorkshire / East Lancashire — Joint Line.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Liverpool, Crosby, and Southport	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and Blackwall	.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3
London and North-western	1	.	4	3	.	14	4	.	1	.	.	.	.	.	.	.	.	.	.	.	.	8	.	19
London and South-western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London, Brighton, and South Coast	.	.	.	2	.	16	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	3	.	21
Manchester, Sheffield, and Lincolnshire	.	.	.	2	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	1
Maryport and Carlisle	.	.	.	1	.	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	10
Midland, including North-western	1	.	6	2	2	1	1	.	1	1	.	2	.	.	.	.	.	.	1	.	.	6	2	10
Monmouthshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Newcastle and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North-eastern:																								
Leeds Northern	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
York and North Midland	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
York, Newcastle, and Berwick	.	.	.	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4
North London	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North Union	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Oxford, Worcester, and Wolverhampton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
St. Helen's Canal and Railway	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Shropshire Union	.	.	.	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
South Devon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South-eastern, including London and Greenwich	1	.	6	2	.	1	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	5	.	7
South Staffordshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Wales	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Yorkshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Cornwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Hartlepool, including Stockton and Hartlepool and Clarence	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL - -	6	.	42	26	3	77	7	.	4	2	.	7	1	.	.	1	.	2	1	.	.	44	3	132

Appendix No. 1.

with the NATURE of ACCIDENT, and the NUMBER of PASSENGERS KILLED and INJURED thereby, from the the 31st December 1855.

Year ending 31st December 1851.

DESCRIPTION OF ACCIDENT.																								NAME OF RAILWAY COMPANY.
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.			
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								ENGLAND AND WALES.
1	6	79	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	6	79	Birkenhead, Lancashire, and Cheshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Bodmin and Wadebridge.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	1	.	.	Bristol and Exeter, including Exeter and Crediton.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Chester and Holyhead, including Mold.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dowlais.
.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin.
.	.	.	1	.	1	1	.	6	.	.	.	.	.	.	.	.	.	.	.	.	2	.	7	East Lancashire.
1	.	50	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	50	Great Northern, including East Lincolnshire.
.	.	.	2	.	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	10	Great Western.
.	.	.	2	.	8	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	8	Lancashire and Yorkshire, including Blackburn.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Lancashire and Yorkshire / East Lancashire . . Joint Line.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Liverpool, Crosby, and Southport.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	London and Blackwall.
1	.	2	3	1	28	1	.	.	1	6	20	1	.	.	.	.	.	.	.	.	7	7	50	London and North-western.
1	.	15	.	.	.	1	.	4	2	.	3	.	.	.	.	.	.	.	.	.	4	.	22	London and South-western.
.	.	.	2	.	6	2	3	.	.	.	.	.	.	.	.	.	.	.	.	.	4	3	6	London, Brighton, and South Coast.
.	.	.	1	.	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	16	Manchester, Sheffield, and Lincolnshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Maryport and Carlisle.
2	.	9	6	2	51	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	2	60	Midland, including North-western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Monmouthshire.
.	.	.	.	.	.	1	.	12	.	.	.	.	.	.	.	.	.	.	.	.	1	.	12	Newcastle and Carlisle.
																								North-eastern:
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Leeds Northern.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	York and North Midland.
1	.	3	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	7	York, Newcastle, and Berwick.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	North London.
.	.	.	.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3	North Union.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Oxford, Worcester, and Wolverhampton.
.	.	.	1	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	1	St. Helen's Canal and Railway.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Shropshire Union.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Devon.
1	.	5	1	.	2	.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	3	.	10	South-eastern, including London and Greenwich.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Staffordshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Wales.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Yorkshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	West Cornwall.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	West Hartlepool, including Stockton and Hartlepool and Clarence.
8	6	163	23	3	127	9	3	25	4	6	26	1	.	.	1	.	.	.	.	.	46	18	341	TOTAL.

Continued on Page 22.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have
from the 1st January 1850 to

NAME OF RAILWAY COMPANY.	Year ending 31st December 1852.																							
	Description of Accident.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. of killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
ENGLAND AND WALES.																								
Birkenhead, Lancashire, and Cheshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bodmin and Wadebridge	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bristol and Exeter, including Exeter and Crediton	.	.	.	.	.	.	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4
Chester and Holyhead, including Mold	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dowlais	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
East Lancashire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great Northern, including East Lincolnshire	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
Great Western	2	.	10	1	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	14
Lancashire and Yorkshire, including Blackburn	.	.	.	2	1	19	.	.	.	1	4	10	.	.	.	.	.	.	.	.	.	3	5	29
Lancashire and Yorkshire / East Lancashire Joint Line	.	.	.	1	.	25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	25
Liverpool, Crosby, and Southport	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
London and Blackwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and North-western	2	2	7	3	.	12	3	.	2	.	.	.	2	.	.	.	.	.	.	.	.	10	2	21
London and South-western	.	.	.	1	.	5	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	.	5
London, Brighton, and South Coast	.	.	.	1	.	71	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	71
Manchester, Sheffield, and Lincolnshire	.	.	.	3	.	55	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	4	.	60
Maryport and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Midland, including North-western	.	.	.	3	.	20	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	4	.	20
Monmouthshire	.	.	.	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
Newcastle and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North-eastern:																								
Leeds Northern	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
York and North Midland	.	.	.	2	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	5
York, Newcastle, and Berwick	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
North London	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North Union	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Oxford, Worcester, and Wolverhampton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
St. Helen's Canal and Railway	.	.	.	1	.	4	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	.	4
Shropshire Union	.	.	.	1	1	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	11
South Devon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South-eastern, including London and Greenwich	2	.	10	2	.	4	2	.	2	.	.	.	.	.	.	.	.	.	.	.	.	6	.	16
South Staffordshire	1	.	4	1	.	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	12
South Wales	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Yorkshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Cornwall	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
West Hartlepool, including Stockton and Hartlepool and Clarence	.	.	.	1	1	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	3
Total	7	2	31	26	3	257	11	.	16	1	4	10	5	.	.	.	.	.	.	.	.	50	9	314

Continued from Page 21.

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1855—*continued.*

Year ending 31st December 1853.

Description of Accident.																								
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.			Name of Railway Company.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								ENGLAND AND WALES.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Birkenhead, Lancashire, and Cheshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Bodmin and Wadebridge.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Bristol and Exeter, including Exeter and Crediton.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Chester and Holyhead, including Mold.
.	.	.	.	.	.	1	1	6	.	.	.	.	.	.	.	.	.	.	.	.	1	1	6	Dowlais.
1	.	9	1	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	10	Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	East Lancashire.
.	.	.	6	.	34	.	.	.	.	.	.	3	.	2	1	.	.	.	.	.	10	.	36	Great Northern, including East Lincolnshire.
.	.	.	.	.	.	1	1	5	.	.	.	.	.	.	.	.	.	.	.	.	1	1	5	Great Western.
2	1	11	1	.	1	1	2	7	.	.	.	.	.	.	.	.	.	.	.	.	4	3	19	Lancashire and Yorkshire, including Blackburn.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Lancashire and Yorkshire / East Lancashire . . Joint Line.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Liverpool, Crosby, and Southport.
.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	London and Blackwall.
1	.	8	8	4	25	.	.	.	.	.	.	1	.	.	.	.	.	1	1	.	11	5	33	London and North-western.
1	.	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	9	London and South-western.
.	.	.	1	.	9	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	2	.	9	London, Brighton, and South Coast.
1	.	6	1	.	.	.	.	.	.	.	.	2	.	.	.	.	.	.	.	.	4	.	6	Manchester, Sheffield, and Lincolnshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Maryport and Carlisle.
.	.	.	6	2	28	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	7	2	29	Midland, including North-western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Monmouthshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Newcastle and Carlisle.
																								North-eastern:
.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	1	.	.	Leeds Northern.
.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	2	4	.	.	.	3	2	4	York and North Midland.
.	.	.	2	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	3	.	3	York, Newcastle, and Berwick.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	North London.
.	.	.	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	2	.	.	North Union.
.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3	Oxford, Worcester, and Wolverhampton.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	St. Helen's Canal and Railway.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Shropshire Union.
.	.	.	2	.	6	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	3	.	6	South Devon.
1	.	5	3	.	5	4	.	12	.	.	.	1	.	.	.	.	.	.	.	.	9	.	22	South-eastern, including London and Greenwich.
.	.	.	2	.	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	9	South Staffordshire.
.	.	.	2	.	2	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	2	South Wales.
.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	South Yorkshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	West Cornwall.
.	.	.	1	2	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	2	6	West Hartlepool, including Stockton and Hartlepool and Clarence.
7	1	48	40	8	130	13	4	33	3	.	1	8	.	2	3	2	4	2	1	.	76	16	218	Total.

Continued on Page 24.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have
from the 1st January 1850 to

NAME OF RAILWAY COMPANY.	Year ending 31st December 1854.																							
	DESCRIPTION OF ACCIDENT.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
ENGLAND AND WALES.																								
Birkenhead, Lancashire, and Cheshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bodmin and Wadebridge	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bristol and Exeter, including Exeter and Crediton	.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	1	.	1
Chester and Holyhead, including Mold	.	.	.	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4
Dowlais	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin	1	.	2	3	3	13	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	5	3	15
East Lancashire	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Great Northern, including East Lincolnshire	.	.	.	3	.	7	2	.	2	.	.	.	1	.	.	4	.	.	.	.	.	10	.	9
Great Western	.	.	.	.	.	.	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	2	.	.
Lancashire and Yorkshire, including Blackburn	.	.	.	4	.	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	7
Lancashire and Yorkshire / East Lancashire Joint Line	1	.	5	1	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	9
Liverpool, Crosby, and Southport	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and Blackwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and North-western	.	.	.	6	.	26	1	.	1	1	.	1	.	.	.	.	.	.	.	.	.	8	.	28
London and South-western	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
London, Brighton, and South Coast	.	.	.	2	3	32	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	3	32
Manchester, Sheffield, and Lincolnshire	.	.	.	1	.	.	2	.	6	.	.	.	.	.	.	.	.	.	.	.	.	3	.	6
Maryport and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Midland, including North-western	.	.	.	6	1	24	1	.	.	1	.	5	.	.	.	1	.	.	.	.	.	9	1	29
Monmouthshire	.	.	.	1	.	2	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	2
Newcastle and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North-eastern: Leeds Northern / York and North Midland / York, Newcastle, and Berwick	.	.	.	2	.	5	2	.	21	.	.	.	.	.	.	.	.	.	.	.	.	4	.	26
North London	.	.	.	1	.	28	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	28
North Union	.	.	.	2	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	2
Oxford, Worcester, and Wolverhampton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
St. Helen's Canal and Railway	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
Shropshire Union	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
South Devon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South-eastern, including London and Greenwich	.	.	.	.	.	.	2	.	2	1	.	8	.	.	.	.	.	.	.	.	.	3	.	10
South Staffordshire	1	.	35	2	1	34	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	1	69
South Wales	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Yorkshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Cornwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Hartlepool, including Stockton and Hartlepool and Clarence	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	3	.	42	39	8	196	12	.	32	5	.	15	3	.	.	5	.	.	.	.	.	67	8	285

Continued from Page 23.

urred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, 31st December 1855—*continued.*

| NAME OF RAILWAY COMPANY. | Year ending 31st December 1855. | | |

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Train
from the 1st January 1

GRAND TOTAL FOR THE PRECEDING SIX YEARS, IN ENGLAND AND WALES.

DESCRIPTION OF ACCIDENT.

NAME OF RAILWAY COMPANY.	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking, or getting out of order.			Axles or Wheels of Carriages of Passenger Trains breaking.			Couplings breaking.			Bursting of the Boilers of Engines of Passenger Trains.			Trains running into Stations at too high a rate of Speed.			
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
ENGLAND AND WALES.																												
Birkenhead, Lancashire, and Cheshire Junction	1	6	79	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	6	.	.	.	.	.	.	2
Bodmin and Wadebridge	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
Bristol and Exeter	.	.	.	2	.	1	2	.	4	1	.	1	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	6
Chester and Holyhead	.	.	.	4	.	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4
Chester Joint Station of Chester and Holyhead, London and North-western, Birkenhead, Lancashire, and Cheshire Junction, and Great Western Railway Companies	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
Dowlais	.	.	.	.	.	.	1	1	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
Eastern Counties	6	.	74	10	3	28	2	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	19
East Lancashire	.	.	.	4	1	11	2	.	6	.	.	.	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	7
Great Northern	1	.	50	17	.	63	2	.	2	2	.	2	5	.	8	7	.	1	.	.	.	.	.	.	.	.	.	34
Great Western	2	.	10	5	.	27	1	1	5	1	.	.	1	.	.	.	.	.	.	.	.	1	.	.	.	.	.	11
Lancashire and Yorkshire	3	1	12	12	1	51	2	2	7	2	4	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	19
Lancashire and Yorkshire / East Lancashire — Joint Line	1	.	5	2	.	29	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3
Lancaster and Carlisle	.	.	.	.	.	.	1	.	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
Liverpool, Crosby, and Southport	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
London and Blackwall	.	.	.	1	.	3	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2
London and North-western	6	2	25	24	5	106	10	.	4	3	6	21	4	.	.	.	.	.	.	.	.	1	1	.	.	.	.	18
London and South-western	3	.	33	3	.	6	3	.	5	2	.	3	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	13
London, Brighton, and South Coast	.	.	.	8	3	134	3	3	.	2	.	5	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	14
Manchester, Sheffield, and Lincolnshire	1	.	6	9	2	74	4	.	12	.	.	.	2	.	.	1	.	.	.	.	.	.	.	.	.	.	.	17
Maryport and Carlisle	.	.	.	1	.	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
Midland	4	.	16	25	7	143	4	.	6	4	.	11	1	.	.	1	.	.	.	.	.	1	.	.	1	.	1	41
Monmouthshire	.	.	.	1	.	2	2	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3
Newcastle and Carlisle	.	.	.	.	.	.	1	.	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
North-eastern	1	.	3	14	.	22	5	.	25	.	.	.	2	.	.	3	2	8	.	.	.	.	.	.	.	.	.	25
North London	.	.	.	1	.	28	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	2
North Union	.	.	.	3	.	2	1	.	3	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5
Oxford, Worcester, and Wolverhampton	.	.	.	2	.	7	.	.	.	1	.	3	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4
St. Helen's Canal and Railway	.	.	.	3	.	10	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5
Shropshire Union	.	.	.	2	1	13	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3
South Devon	.	.	.	2	.	6	.	.	.	2	.	5	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	5
South-eastern	5	.	26	11	4	21	10	.	16	4	.	28	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	32
South Staffordshire	3	.	84	5	1	51	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8
South Wales	.	.	.	2	.	2	2	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5
South Yorkshire	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
West Cornwall	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
West Hartlepool	.	.	.	2	3	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2
TOTAL	37	9	423	178	31	669	63	7	124	25	10	94	23	.	8	15	2	13	1	.	6	5	1	.	1	.	1	348

Continued from Page 25.

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1855—*continued.*

SCOTLAND.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1850. Description of Accident.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
SCOTLAND.																								
Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ardrossan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Caledonian and Dumbartonshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dundee, Perth, and Aberdeen	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Edinburgh and Glasgow, including Edinburgh and Bathgate	1	5	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	5	9
Edinburgh, Perth, and Dundee	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Glasgow and South-western	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
Great North of Scotland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Monkland	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
North British	.	.	.	3	.	15	1	.	6	.	.	.	.	.	.	.	.	.	.	.	.	4	.	21
Scottish Central	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Scottish Midland Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Total	1	5	9	7	.	19	2	.	7	.	.	.	.	.	.	.	.	.	.	.	.	10	5	35

Continued on Page 28.

IRELAND.

IRELAND.																								
Cork and Bandon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dublin and Kingstown	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great Southern and Western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Londonderry and Enniskillen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ulster	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Waterford and Limerick	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Total	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ABSTRACT OF TOTALS.

England and Wales	6	.	42	26	3	77	7	.	4	2	.	7	1	.	.	1	.	2	1	.	.	14	3	132
Scotland	1	5	9	7	.	19	2	.	7	.	.	.	.	.	.	.	.	.	.	.	.	10	5	35
Ireland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Grand Total	7	5	51	33	3	96	9	.	11	2	.	7	1	.	.	1	.	2	1	.	.	54	8	167

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have
from the 1st January 1850 to

SCOTLAND.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1851.																							
	DESCRIPTION OF ACCIDENT.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
SCOTLAND.																								
Aberdeen	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Ardrossan	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	1	.	.
Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Caledonian and Dumbartonshire Junction	.	.	.	1	.	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	7
Dundee, Perth, and Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Edinburgh and Glasgow, including Edinburgh and Bathgate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Edinburgh, Perth, and Dundee	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Glasgow and South-western	1	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	1
Great North of Scotland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Monkland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North British	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
Scottish Central	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Scottish Midland Junction	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
TOTAL	1	.	1	5	.	11	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	8	.	12

Continued from Page 27.

IRELAND.

IRELAND.																								
Cork and Bandon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dublin and Kingstown	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great Southern and Western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Londonderry and Enniskillen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ulster	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Waterford and Limerick	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	.	.	.	.	.	–	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ABSTRACT OF TOTALS.

ENGLAND AND WALES	8	6	163	23	3	127	9	3	25	4	6	26	1	.	.	1	.	.	.	.	.	46	18	341
SCOTLAND	1	.	1	5	.	11	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	8	.	12
IRELAND	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GRAND TOTAL	9	6	164	28	3	138	9	3	25	5	6	26	2	.	.	1	.	.	.	.	.	54	18	353

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1855—*continued.*

SCOTLAND.

Year ending 31st December 1852.

Description of Accident.																							
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.			Name of Railway Company.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								SCOTLAND.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Ardrossan.
.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Caledonian and Dumbartonshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dundee, Perth, and Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Edinburgh and Glasgow, including Edinburgh and Bathgate.
.	.	.	3	.	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	15	Edinburgh, Perth, and Dundee.
1	.	4	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	9	Glasgow and South-western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Great North of Scotland.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Monkland.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	North British.
.	.	.	2	.	29	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	29	Scottish Central.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Scottish Midland Junction.
1	.	4	8	.	51	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	10	.	56	Total.

Continued on Page 30.

IRELAND.

																								IRELAND.
.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	1	.	1	Cork and Bandon.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dublin and Kingstown.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	1	.	1	Great Southern and Western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Londonderry and Enniskillen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Ulster.
.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	Waterford and Limerick.
.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	1	.	1	.	.	.	3	.	2	Total.

ABSTRACT OF TOTALS.

7	2	31	26	3	257	11	.	16	1	4	10	5	.	.	.	.	.	.	.	.	50	9	314	England and Wales.
1	.	4	8	.	51	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	10	.	56	Scotland.
.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	1	.	1	.	.	.	3	.	2	Ireland.
8	2	35	34	3	308	13	.	17	2	4	11	5	.	.	1	.	1	.	.	.	63	9	372	Grand Total.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have from the 1st January 1850 to

SCOTLAND.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1853.																							
	Description of Accident.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
SCOTLAND.																								
Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ardrossan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock	.	.	.	3	.	42	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	42
Caledonian and Dumbartonshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dundee, Perth, and Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3	.	.	.	1	.	3
Edinburgh and Glasgow, including Edinburgh and Bathgate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Edinburgh, Perth, and Dundee	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
Glasgow and South-western	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Great North of Scotland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Monkland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North British	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Scottish Central	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Scottish Midland Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Total	.	.	.	4	.	47	1	.	.	.	.	.	.	.	.	1	.	3	.	.	.	6	.	50

IRELAND.

IRELAND.																								
Cork and Bandon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dublin and Kingstown	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great Southern and Western	.	.	.	1	15	5	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	15	5
Londonderry and Enniskillen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ulster	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Waterford and Limerick	.	.	.	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
Total	.	.	.	2	15	6	1	.	5	.	.	.	1	.	.	.	.	.	.	.	.	4	15	11

ABSTRACT OF TOTALS.

England and Wales	7	1	48	40	8	130	13	4	33	3	.	1	8	.	2	3	2	4	2	1	.	76	16	218
Scotland	.	.	.	4	.	47	1	.	.	.	.	.	.	.	.	1	.	3	.	.	.	6	.	50
Ireland	.	.	.	2	15	6	1	.	5	.	.	.	1	.	.	.	.	.	.	.	.	4	15	11
Grand Total	7	1	48	46	23	183	15	4	38	3	.	1	9	.	2	4	2	7	2	1	.	86	31	279

Continued from Page 29.

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1855—*continued.*

SCOTLAND.

Year ending 31st December 1854.

Description of Accident.																							
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.			Name of Railway Company.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								SCOTLAND.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Ardrossan.
.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2	Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Caledonian and Dumbartonshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dundee, Perth, and Aberdeen.
.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Edinburgh and Glasgow, including Edinburgh and Bathgate.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Edinburgh, Perth, and Dundee.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Glasgow and South-western.
1	1	21	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	21	Great North of Scotland.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Monkland.
.	.	.	3	1	18	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	1	18	North British.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Scottish Central.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Scottish Midland Junction.
1	1	21	4	1	20	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	6	2	42	Total.

Continued on Page 32.

IRELAND.

																								IRELAND.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Cork and Bandon.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.	.	.	1	1	.	Dublin and Kingstown.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Great Southern and Western.
.	.	.	1	.	4	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4	Londonderry and Enniskillen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Ulster.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Waterford and Limerick.
.	.	.	1	.	4	1	.	.	.	.	.	.	.	.	1	1	.	.	.	.	3	1	4	Total.

ABSTRACT OF TOTALS.

3	.	42	39	8	196	12	.	32	5	.	15	3	.	.	5	.	.	.	.	.	67	8	285	England and Wales.
1	1	21	4	1	20	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	6	2	42	Scotland.
.	.	.	1	.	4	1	.	.	.	.	.	.	.	.	1	1	.	.	.	.	3	1	4	Ireland.
4	1	63	44	9	220	14	.	33	5	.	15	3	.	.	6	1	.	.	.	.	76	11	331	Grand Total.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have
from the 1st January 1850 to

SCOTLAND.

Year ending 31st December 1855.

| NAME OF RAILWAY COMPANY. | Description of Accident. | | |

curred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby,
e 31st December 1855—*continued.*

- - - - - - SCOTLAND.

| Grand Total for the preceding Six Years. | | | Description of Accident. | | |

Appendix No. 1. - - - - - -

TABLE No. 4.—TABLE showing the RAILWAYS upon which ACCIDENTS to PASSENGERS, from Causes beyond the TRAFFIC UPON and

NAME OF COMPANY.	1850.				1851.			
	Passengers.		Number of Passengers conveyed.	Mean Length of Line.	Passengers.		Number of Passengers conveyed.	Mean Length of Line.
	Killed.	Injured.			Killed.	Injured.		
ENGLAND.				M. C.				M.
Birkenhead, Lancashire, and Cheshire Junction -	—	—	520,190	24 36	6	79	594,874	32 7
Bodmin and Wadebridge - - - - -	—	1	3,470	14 56	—	—	2,881	14 5
Bristol and Exeter, including "Exeter and Crediton" - - - - - -	—	—	613,209	86 0	—	—	743,112	91 5
Chester and Holyhead, including "Bangor and Carnarvon," and "Mold" - -	—	—	445,547	98 36	—	—	542,644	98 3
Dowlais - - - - - -	—	—	—	—	—	—	3,469	1 6
Eastern Counties, including "Eastern Union," "Newmarket," and "Royston and Hitchin" -	—	31	3,671,996	436 37½	—	—	3,924,635	442 7
East Lancashire - - - - -	4	4	1,835,679	75 38½	—	7	2,069,237	77 3
Great Northern, including "East Lincolnshire" -	—	6	843,711½	134 14	—	50	1,372,155	232 4
Great Western - - - - -	—	8	2,491,712½	243 41	—	10	3,138,533	265
Lancashire and Yorkshire, including "Blackburn," "Preston and Wyre," &c. - - -	1	5	5,349,821½	254 56½	—	8	5,923,831	274 6
Lancashire and Yorkshire and East Lancashire Junction } Joint Line - -	—	—	—	—	—	—	—	—
Liverpool, Crosby, and Southport - - -	—	—	186,507	14 45	—	—	581,314	16 4
London and Blackwall - - - -	—	3	2,983,894	5 17	—	—	3,536,690	5 7
London and North-western - - - -	—	19	7,165,148	549 47	7	50	8,134,794	609 9
London and South-western - - - -	—	—	3,394,792	239 70	—	22	4,386,174	239 7
London, Brighton, and South Coast - -	—	21	2,838,949	163 24	3	5	3,614,723	163 9
Manchester, Sheffield, and Lincolnshire - -	—	1	2,195,201	161 17½	—	16	2,299,370	165 9
Maryport and Carlisle - - - -	—	10	126,318	28 28	—	—	135,767	28 3
Midland, including North-western - - -	2	12	5,585,562	527 19½	3	61	6,198,320	536 4
Monmouthshire - - - - -	—	—	1,999	28 0	—	—	125,502	28
Newcastle and Carlisle - - - -	—	—	525,417	65 20	—	12	546,557	67 8
North Eastern:								
Leeds Northern - - - - -	—	—	289.612	39 13½	—	—	269,083	39 7
York and North Midland - - - -	—	—	1,521,213½	276 7	—	—	1,612,142	278
York, Newcastle, and Berwick - -	—	5	3,257,545	300 19	—	7	3,529,708	302 9
Malton and Driffield Junction - - -	—	—	—	—	—	—	—	—
North London - - - - - -	—	—	223,335	3 44	—	—	2,489,180	7
North Staffordshire - - - - -	—	—	836,954	112 19½	—	—	956,956½	112
North Union - - - - - -	—	—	—	—	—	3	—	—
Oxford, Worcester, and Wolverhampton - -	—	—	—	—	—	—	—	—
St. Helens - - - - - -	—	—	203,131	10 78	—	1	255,663	11
Shropshire Union - - - - - -	—	2	376,337	28 73	—	—	560,667	28 1
South Devon - - - - - -	—	—	546,916	56 74	—	—	551,705	56
South Eastern - - - - - -	—	7	6,022,826	211 27½	—	10	6,776,179	232
South Staffordshire - - - - -	—	—	499,942	21 64½	—	—	1,019,461	24
South Wales - - - - - -	—	—	240,647	74 56	—	—	461,161	84
West Hartlepool - - - - - -	—	—	166,789	45 0	—	—	140,309	45
TOTAL -	7	135	54,964,371	4331 33½	19	342	66,496,796½	4,617
SCOTLAND.								
Caledonian, including "Glasgow, Barrhead, and Neilston Direct" - - - - -	—	1	1,949,405	193 20	—	—	1,977,099	193
Caledonian and Dumbartonshire - - -	—	—	117,772	8 3	—	7	256,370	8
Dundee, Perth, and Aberdeen Junction - -	—	1	260,001	31 13	—	—	281,469	31
Edinburgh and Glasgow, including "Edinburgh and Bathgate" - - - - -	5	10	1,111,432	85 1¾	—	—	1,032,142	92
Edinburgh, Perth, and Dundee - - - -	—	—	1,281,673	72 5½	—	—	1,236,747	72
Glasgow and South-western - - -	—	2	1,126,769	154 58	—	1	1,153,775	171
Great North of Scotland - - - -	—	—	—	—	—	—	—	—
Monkland - - - - - - -	—	1	206,320	35 72	—	—	198,948	35
North British - - - - - -	—	21	1,855,408	139 39	—	2	1,226,614	146
Scottish Central - - - - - -	—	—	351,317	47 22½	—	—	540,891	49
Scottish Midland Junction - - - -	—	—	175.685	32 47	—	2	196,816	32
TOTAL -	5	36	7,935,782	799 41¾	—	12	8,100,871	832
IRELAND.								
Cork and Bandon - - - -	—	—	54,546	9 60	—	—	54,673	14
Dublin and Drogheda - - - - -	—	—	453,928	52 38	—	—	463,431	52
Dublin and Kingstown - - - - -	—	—	2,307,009	7 60	—	—	2,046,011	7
Great Southern and Western - - -	—	—	482,837	188 40	—	—	500,103	188
Londonderry and Enniskillen - - - -	—	—	97,380½	14 59	—	—	97,082	14
Midland Great Western - - - -	—	—	237,351	50 0	—	1	266,634½	88
Ulster - - - - - -	—	—	495,847	35 50	—	—	544,896	35
Waterford and Limerick - - - - -	—	—	81,661	25 0	—	—	81,880	25
TOTAL -	—	—	4,210,559½	383 67	—	1	4,054,660½	426
GENERAL TOTAL -	12	171	67,110,712½	5514 62½	19	355	78,652,328	5,877

their own Control, have occurred between the 1st January 1850 and the 30th June 1855, together with LENGTH of such RAILWAYS.

1852.					1853.					1854.					Half-Year ending June 30, 1855.				
Passengers.		Number of Passengers conveyed.	Mean Length of Line.		Passengers.		Number of Passengers conveyed.	Mean Length of Line.		Passengers.		Number of Passengers conveyed.	Mean Length of Line.		Passengers.		Number of Passengers conveyed.	Mean Length of Line.	
Killed.	Injured.		M.	C.	Killed.	Injured.		M.	C.	Killed.	Injured.		M.	C.	Killed.	Injured.		M.	C.
—	—	669,616	32	70½	—	—	763,286	32	70½	—	—	753,156	32	70½	—	6	332,199	32	70½
—	—	3,372	14	56	—	—	3,015	14	56	—	—	4,498	14	56	—	—	1,930	14	56
—	4	853,901	91	50	—	—	979,318	101	52	—	1	1,174,744	117	56	—	—	536,611	123	70
—	—	610,971	101	78½	—	1	632,358	105	42	—	4	697,436	105	42	—	1	314,010	105	42
—	—	9,892	1	68	1	6	4,446	1	68	—	—	22	1	68	—	—	—	1	68
—	5	4,214,880	449	18½	—	10	4,683,318	466	77½	3	15	5,059,074	480	72	—	3	2,271,463	495	3
—	—	2,187,082	78	45½	1	—	2,324,886	79	54	—	—	2,330,148	79	54	—	—	1,097,070	79	79
—	5	1,410,304	262	49	—	36	1,649,554	283	56½	—	9	1,791,932	283	56½	—	3	864,957	283	56½
—	14	2,905,862	293	3	1	5	3,658,676	314	18½	—	—	4,054,831	332	72	—	5	2,187,659	354	64
5	29	5,964,503	276	20	3	19	6,221,168	276	20	—	7	6,693,060	276	20	—	—	3,032,670	284	68
—	25	—	—		—	—	—	—		—	9	—	—		—	—	—	—	
—	1	643,818	16	56	—	—	702,023	16	56	—	—	739,847	16	56	—	—	326,999	16	56
—	—	3,755,780	5	17	—	—	4,090,544	5	17	—	—	6,081,235	5	17	—	—	3,025,836	5	17
2	21	8,176,634	632	9	5	33	9,921,110	640	24	—	28	9,998,063	641	36	—	4	4,262,892	642	49
—	5	4,031,650	244	18½	—	9	4,350,357	248	49	—	1	4,563,520	256	32	—	9	2,165,961	264	16
—	71	3,527,212	163	24	—	9	4,493,740	163	24	3	32	6,343,303	163	71	—	—	2,533,789	164	38
—	60	2,302,101	165	25½	—	6	2,371,112	165	25½	—	6	2,555,628	167	25	2	2	1,139,327	169	25
—	—	148,883	28	28	—	—	152,475	28	28	—	—	163,753	28	28	—	—	70,686	28	28
—	20	6,543,761	535	24	2	30	7,131,073	533	22	1	29	7,376,501	537	8	—	7	3,097,445	539	77
—	2	272,369	33	40	—	—	444,974	39	15	—	2	488,001	42	16	—	—	268,479	45	21
—	—	537,666	73	74½	1	—	545,432	78	21	—	—	597,933	78	21	—	—	277,881	78	21
—	—	409,078	55	14	—	—	379,169	69	50½	—	21				—	—			
—	5	1,774,277	278	48	2	4	1,837,505	280	22½	—	—				—	—			
—	1	3,710,043	302	68	—	3	3,993,747	317	32½	1	5	6,635,501	702	61	—	—	2,957,712	703	50
—	—	—	—		—	—	26,239	9	48	—	—				—	7			
—	—	2,767,951	8	34	—	—	3,219,114	8	34	—	28	4,451,654	8	34	—	—	2,137,911	8	34
—	—	1,036,365½	117	50	1	—	1,203,156	123	0½	—	—	1,279,578	123	0½	—	—	530,026	123	0½
—	—	—	—		—	—	—	—		—	2	—	—		—	—	—	—	
—	—	198,023	46	40	—	3	790,208	67	10½	—	—	1,251,873	90	59	—	—	532,534	93	57
—	4	313,813	15	25	—	—	545,634	21	48½	—	5	614,245	24	68	—	—	244,934	24	68
1	11	575,411	28	73	—	—	574,433	28	73	—	2	709,634	28	73	—	—	74,516	28	73
—	—	683,403	56	74	—	6	807,459	56	74	—	—	898,041	56	74	—	2	386,093	56	74
1	16	6,328,547	255	43	—	22	6,979,307	258	14½	—	10	7,892,397	258	14½	—	—	3,842,745	258	14½
—	12	1,174,888	24	52	—	9	1,421,161	25	1½	1	69	1,319,072	25	30	—	45	509,703	25	30
—	—	665,240	109	32½	—	2	1,001,846	124	51	—	—	1,138,559	140	38	—	—	486,189	156	15
1	3	150,348	45	0	2	6	146,469	45	0	—	—	177,845	45	0	—	—	85,175	45	0
10	314	68,552,644½	4845	49	19	219	78,048,312	5531	57½	9	285	87,835,084	5167	44	2	94	39,595,402	5,255	61
—	1	2,506,640	193	20	1	42	3,554,205	193	20	—	2	3,935,812	193	20	—	—	1,857,967	193	20
—	—	286,607	8	3	—	—	313,355	8	3	—	—	300,188	8	3	—	—	130,749	8	3
—	—	284,187	31	13	—	3	303,717	31	13	—	—	336,456	31	13	—	—	129,181	31	13
—	—	1,034,792	92	1¾	—	—	1,060,249	92	1¾	—	1	1,128,476	92	1	—	2	519,029	92	1
—	15	1,174,175	72	5½	—	5	1,160,480	72	5½	—	—	1,205,231	72	5½	—	—	539,467	72	5½
—	9	1,180,329	171	63	—	—	1,303,584	171	63	—	—	1,451,509	178	3	1	4	637,024	184	23
—	—	—	—		—	—	—	—		1	21	58,774	39	35	—	—	112,464	39	35
—	1	59,943	35	72	—	—	96,815	35	72	—	—	84,753	35	72	—	—	34,207	35	72
—	1	1,234,496	147	74	—	—	1,180,997	147	74	1	18	1,208,173	147	74	—	—	521,076	147	74
—	29	571,277	49	45	—	—	467,594	49	71	—	—	580,234	50	17	—	—	238,113	50	17
—	—	198,983	32	47	—	—	204,352	34	27	—	—	213,217	34	27	—	—	109,831	34	27
—	56	8,531,429	884	24½	1	50	9,644,848	886	30½	2	42	10,502,823	882	30½	1	6	4,829,108	888	50½
—	1	95,103	19	54	—	—	103,723	19	54	—	—	96,881	19	54	—	—	44,154	19	54
—	—	497,728	52	38	—	—	641,303	57	27	—	—	555,726	62	17	—	7	249,787	62	17
—	—	2,080,987	7	60	1	—	2,265,519	7	60	1	—	1,980,881	7	60	—	—	808,284	7	60
—	1	519,414	188	40	15	5	586,096	188	40	—	—	570,216	196	14	—	—	291,526	203	68
—	—	144,343	24	21½	—	—	179,295	37	43½	—	4	189,009	50	66	—	—	89,181	60	30
—	—	346,325½	126	36	—	—	399,739½	126	36	—	—	379,214½	126	36	—	—	166,642	126	36
—	—	565,146	35	50	—	1	624,800	35	50	—	—	571,082	35	50	—	—	244,604	35	50
—	—	115,298	37	7	—	5	167,134	62	30½	—	—	180,765½	75	47	—	—	86,092	77	6
—	2	4,364,344½	491	66½	16	11	4,967,609½	535	21	1	4	4,517,774	555	41	—	7	1,980,270	593	1
10	372	81,448,418	6171	59¾	36	280	92,660,769½	6403	28⅝	12	331	102,855,681	6614	18½	3	107	46,404,780	6,737	32½

Continued on Page 36.

Appendix No. 1.—Table No. 4.—Table showing the Railways upon which Accidents to Passengers, 30th June 1855, together with the Traffic

Continued from Page 35.

Name of Company.	Total of the preceding Periods.						
	Passengers.		Number of Passengers conveyed.	Length open on 30th June 1855.	Number of Passengers per Mile.	Receipts per Mile.	
	Killed.	Injured.				Passengers.	Goods.
ENGLAND.				M. C.		£	£
Birkenhead, Lancashire, and Cheshire Junction	6	85	3,633,341	32 70½	115,711	9,811	7,150
Bodmin and Wadebridge	—	1	19,166	14 56	1,304	37	581
Bristol and Exeter, including "Exeter and Crediton"	—	5	4,900,895	123 70	48,048	8,976	4,710
Chester and Holyhead, including "Bangor and Carnarvon, and "Mold"	—	6	3,242,966	105 42	31,638	5,190	3,909
Dowlais	1	6	17,829	1 68	8,914	—	3,134
Eastern Counties, including "Eastern Union," "Newmarket," and "Royston and Hitchin"	3	64	23,825,366	495 3½	51,570	5,810	5,410
East Lancashire	5	11	11,844,102	79 79½	150,880	7,588	9,012
Great Northern, including "East Lincolnshire"	—	109	7,932,613½	283 56½	32,155	6,783	8,481
Great Western	1	42	18,437,274	363 44	61,444	12,421	6,613
Lancashire and Yorkshire, including "Blackburn," "Preston and Wyre," &c.	9	68	33,185,054	293 37	121,467	7,164	11,276
Lancashire and Yorkshire and East Lancashire Junction (Joint Line.)	—	34	—	—	—	—	—
Liverpool, Crosby, and Southport	—	1	3,180,507	16 56	195,123	7,584	1,099
London and Blackwall	—	3	23,473,979	5 17	4,538,457	57,036	2,751
London and North-western	14	155	47,658,641	642 49¾	76,968	12,237	13,502
London and South-western	—	46	22,892,454	264 16	91,955	10,328	4,086
London, Brighton, and South Coast	6	139	23,351,716	164 38	142,911	15,102	4,536
Manchester, Sheffield, and Lincolnshire	2	91	12,862,739	169 25½	77,673	4,373	6,978
Maryport and Carlisle	—	10	797,882	28 28	28,193	2,532	4,848
Midland, including "North-western"	8	159	35,932,662	539 77	67,175	5,452	8,156
Monmouthshire	—	4	1,601,324	45 43	44,481	1,420	8,721
Newcastle and Carlisle	1	12	3,030,886	78 21	41,236	2,938	7,016
North-eastern:							
Leeds Northern	—	21					
York and North Midland	2	9	32,202,574½	704 39	47,771	3,945	7,027
York, Newcastle, and Berwick	1	28					
Malton and Driffield	—	—					
North London	—	28	15,289,145	8 34½	206,615	31,271	12,673
North Staffordshire	1	—	5,843,036	123 00½	49,517	3,281	4,253
North Union	—	5	—	—	—	—	—
Oxford, Worcester, and Wolverhampton	—	3	2,772,638	93 57	38,559	2,648	2,462
St. Helens	—	10	2,177,420	24 68	119,639	2,198	7,729
Shropshire Union	1	15	2,870,998	28 73	99,343	2,859	3,493
South Devon	—	8	3,873,617	56 74	68,077	7,264	2,853
South-eastern	1	65	37,837,001	258 14½	154,122	12,860	4,118
South Staffordshire	1	135	5,944,227	25 30	242,621	7,843	6,938
South Wales	—	2	3,993,642	156 15	34,727	3,617	2,676
West Hartlepool	3	9	866,935	45 0	19,265	885	8,452
Total	66	1,389	395,492,609	5,274 23¾	80,515	7,579	7,306
SCOTLAND.							
Caledonian, including "Glasgow, Barrhead, and Neilston Direct"	1	46	15,781,128	196 64	81,682	5,169	8,708
Caledonian and Dumbartonshire	—	7	1,405,041	8 3	175,630	3,601	2,365
Dundee, Perth, and Aberdeen Junction	—	6	1,595,011	31 13	51,286	2,531	4,332
Edinburgh and Glasgow, including "Edinburgh and Bathgate"	5	11	5,886,120	92 1¾	65,040	6,902	6,233
Edinburgh, Perth, and Dundee	—	20	6,597,773	72 5¾	91,635	4,810	5,491
Glasgow and South-western	1	16	6,852,990	184 23	39,750	2,828	4,532
Great North of Scotland	1	21	171,238	39 35	4,301	327	408
Monkland	—	2	680,486	35 72	18,955	436	6,574
North British	1	42	6,726,764	147 74	46,519	3,336	4,427
Scottish Central	—	29	2,749,426	50 17	55,769	5,001	6,482
Scottish Midland Junction	—	2	1,098,884	37 39	32,901	2,264	3,508
Total	9	202	49,544,861	895 27¼	57,014	3,919	5,632
IRELAND.							
Cork and Bandon	—	1	443,080	19 54	25,911	1,779	935
Dublin and Drogheda	—	7	2,861,903	62 17	50,385	4,606	1,618
Dublin and Kingstown	2	—	11,488,691	7 60	1,482,412	36,440	699
Great Southern and Western	15	6	2,950,192½	203 68	17,341	4,519	2,963
Londonderry and Enniskillen	—	4	796,240	60 30	23,627	1,384	1,432
Midland Great Western	—	1	1,795,907	126 36	16,737	3,124	1,959
Ulster	—	1	3,046,375	35 50	85,572	4,782	3,700
Waterford and Limerick	—	5	712,830½	77 6	14,143	1,627	1,235
Total	17	25	24,095,219	593 1	48,191	3,607	2,083
General Total	92	1,616	469,132,689	6,762 52	74,691	6,753	6,659

from Causes beyond their own Control, have occurred between the 1st January 1850 and the upon and Length of such Railways—*continued.*

Proportion of Goods Traffic to Passenger Traffic per Mile during this Period.	Average Number of Persons employed per Mile during this Period.	Proportion to Number of Passengers carried.		Proportion to Number of Passengers carried per Mile.		Proportion per 1,000 Miles of Railway.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
·73	10·2	1 in 605,557	1 in 42,745	1 in 19,285	1 in 1,361	191·08	2707·00
15·70	1·5	—	1 in 19,166	—	1 in 1,304	—	66·66
·52	10·2	—	1 in 980,179	—	1 in 9,609	—	49·01
·75	4·8	—	1 in 540,494	—	1 in 5,327	—	58·53
—	12·0	1 in 17,829	1 in 2,971	1 in 8,914	1 in 1,485	550·55	3333·33
·93	9·6	1 in 7,941,788	1 in 372,271	1 in 17,190	1 in 807	6·46	138·52
1·18	16·2	1 in 2,368,820	1 in 1,076,736	1 in 30,176	1 in 13,716	63·69	140·12
1·25	13·5	—	1 in 72,776	—	1 in 295	—	441·83
·53	13·7	1 in 18,437,274	1 in 438,958	1 in 61,444	1 in 1,462	3·33	140·00
1·57	13·7	1 in 3,687,228	1 in 488,015	1 in 13,496	1 in 1,786	32·94	248·90
—	—	—	—	—	—	—	—
·14	2·8	—	1 in 3,180,507	—	1 in 195,123	—	61·34
·05	40·7	—	1 in 7,824,659	—	1 in 1,511,159	—	576·92
1·10	17·2	1 in 3,404,188	1 in 307,474	1 in 5,497	1 in 496	22·61	250·32
·39	9·4	—	1 in 497,662	—	1 in 1,998	—	184·77
·30	15·7	1 in 3,891,952	1 in 167,998	1 in 23,816	1 in 1,027	36·72	850·67
1·59	12·3	1 in 6,431,369	1 in 141,318	1 in 38,836	1 in 853	12·08	549·58
1·91	5·8	—	1 in 79,788	—	1 in 2,819	—	353·35
1·49	10·8	1 in 4,289,080	1 in 215,802	1 in 8,018	1 in 403	14·95	297·34
6·14	12·7	—	1 in 400,331	—	1 in 11,120	—	111·11
2·38	9·9	1 in 3,030,886	1 in 252,573	1 in 41,236	1 in 3,436	13·60	163·20
1·79	9·3	1 in 10,734,191	1 in 555,217	1 in 15,923	1 in 824	4·45	86·05
·45	32·0	—	1 in 546,040	—	1 in 7,378	—	495·57
1·29	8·6	1 in 5,843,036	—	1 in 49,517	—	8·44	—
—	—	—	—	—	—	—	—
·92	8·8	—	1 in 924,212	—	1 in 12,853	—	40·27
3·51	13·2	—	1 in 217,742	—	1 in 11,963	—	549·44
1·22	6·0	1 in 2,870,998	1 in 191,399	1 in 99,343	1 in 6,622	34·60	519·03
·39	8·9	—	1 in 434,202	—	1 in 8,509	—	140·59
·32	13·7	1 in 37,837,001	1 in 582,107	1 in 154,122	1 in 2,389	4·07	264·77
·88	13·8	1 in 5,944,227	1 in 44,772	1 in 242,621	1 in 1,797	40·81	5510·20
·73	5·4	—	1 in 1,996,821	—	1 in 17,363	—	17·39
9·55	7·6	1 in 288,978	1 in 96,326	1 in 6,418	1 in 2,140	66·66	200·00
·96	11·6	1 in 5,992,464	1 in 287,611	1 in 1,219	1 in 58	13·43	282·75
1·68	12·9	1 in 15,781,128	1 in 343,068	1 in 81,682	1 in 1,776	5·18	290·15
65	6·9	—	1 in 200,720	—	1 in 25,090	—	875·00
1·71	8·3	—	1 in 266,835	—	1 in 8,547	—	192·92
·90	11·4	1 in 1,177,224	1 in 535,101	1 in 13,008	1 in 5,912	55·24	121·54
1·13	7·9	—	1 in 329,888	—	1 in 4,581	—	277·77
1·60	7·0	1 in 6,852,990	1 in 428,311	1 in 39,750	1 in 2,484	5·81	93·02
1·24	5·2	1 in 171,238	1 in 8,154	1 in 4,301	1 in 204	25·13	527·71
15·10	6·2	—	1 in 340,243	—	1 in 9,927	—	57·14
1·32	9·7	1 in 6,726,764	1 in 160,161	1 in 46,519	1 in 1,107	6·91	290·45
1·29	14·5	—	1 in 94,807	—	1 in 1,923	—	598·83
1·55	4·6	—	1 in 549,942	—	1 in 16,450	—	59·88
1·43	9·4	1 in 5,504,984	1 in 245,271	1 in 6,335	1 in 282	10·35	233·60
·52	5·6	—	1 in 443,080	—	1 in 25,911	—	58·82
·35	5·2	—	1 in 408,843	—	1 in 7,198	—	123·24
·02	36·9	1 in 5,744,345	—	1 in 741,206	—	258·06	—
·65	8·8	1 in 196,679	1 in 491,698	1 in 1,156	1 in 2,890	76·56	32·28
1·03	6·4	—	1 in 199,060	—	1 in 5,905	—	118·69
·62	5·1	—	1 in 1,795,907	—	1 in 16,737	—	9·34
·77	8·6	—	1 in 3,046,375	—	1 in 85,572	—	28·09
·76	6·0	—	1 in 142,566	—	1 in 2,828	—	99·20
·57	7·6	1 in 1,417,365	1 in 963,808	1 in 2,835	1 in 1,927	34·00	50·00
·95	11·0	1 in 5,099,268	1 in 290,922	1 in 811	1 in 46	14·41	253·25

Appendix No. 1.

TABLE No. 5.—TABLE showing the RAILWAYS upon which NO ACCIDENTS to PASSENGERS by TRAINS have occurred between 1st January 1850 and 30th June 1855, together with the Length of each Line, and a Summary of the Traffic.

NAME OF COMPANY.	Number of Passengers conveyed between 1st January 1850 and 30th June 1855.	Number of Passengers conveyed, per Mile.	Receipts per Mile between 1st January 1850 and 30th June 1855.		Proportion of Goods Traffic to Passenger Traffic.	Average No. of Persons employed on the Railway, per Mile, during this Period.	Length of Line open on the 30th June 1855.	
			Passengers.	Goods.				
ENGLAND AND WALES.			£	£			M.	C.
Ambergate, Nottingham, Boston, and Eastern Junction	574,368	29,155	2,151	3,529	1·64	4·3	19	60
Blyth and Tyne	594,644	49,553	1,294	7,732	5·97	19·3	12	0
Cockermouth and Workington	321,494	37,823	1,399	3,259	2·33	4·7	8	40
East Anglian	1,255,872	18,759	1,447	1,820	1·25	3·1	67	8
East Suffolk	20,604	1,464	97	59	·60	—	13	62
Fleetwood, Preston, and West Riding Junction, and Preston and Longridge	335,529	51,617	1,281	1,428	1·11	3·0	6	40
Furness	500,194	25,916	882	7,113	8·06	9·1	21	64
Hull and Holderness	150,112	8,578	445	205	·46	3·6	17	40
Kendal and Windermere	506,704	49,194	3,248	1,881	·57	4·6	10	24
Leeds, Bradford, and Halifax Junction	465,136	46,510	1,068	524	·49	5·3	9	77
Lancaster and Carlisle	2,707,417	29,916	6,833	7,736	1·13	6·1	90	47
Liskeard and Caradon	—	—	—	1,589	—	—	8	60
Llanelly	110,911	3,926	192	2,158	11·23	3·5	28	20
Llynvi Valley	—	—	—	—	—	—	17	51
London, Tilbury, and Southend	968,004	35,072	1,073	156	·14	3·3	37	31
Manchester, Buxton, Matlock, and Midlands Junction	527,245	45,847	1,959	2,299	1·18	4·1	11	42
Manchester, South Junction, and Altrincham	5,397,719½	580,399	14,855	2,863	·19	2·5	9	26
Newport, Abergavenny, and Hereford	269,016½	7,959	613	662	1·08	3·5	33	62
North Devon	84,252	2,421	338	109	·32	7·4	34	66
North and South-western Junction	134,397	37,025	1,491	1,296	·87	6·8	3	70
Port Carlisle Dock and Railway	33,570½	3,024	122	170	1·39	3·5	11	10
Saundersfoot Harbour and Railway	—	—	—	361	—	·8	7	0
Shrewsbury and Chester (Section of Great Western Railway)	2,276,508½	39,454	3,543	5,539	1·56	4·6	57	60
Shrewsbury and Hereford	573,031	11,347	1,222	1,333	1·09	6·2	50	46
Stockton and Darlington	2,350,844	23,532	1,251	12,158	4·77	14·4	99	70
Shrewsbury and Birmingham (Section of Great Western Railway)	2,528,431	86,001	3,134	3,705	·89	12·3	29	34
South Yorkshire	897,969	43,803	1,806	7,037	3·89	4·6	31	10
Taff Vale	1,562,867	36,687	2,041	16,034	7·85	18·5	42	54
Vale of Neath	950,513	37,869	1,716	2,490	1·45	5·3	25	8
Warrington and Stockport	268,951	24,903	726	2	—	9·0	10	68
West Cornwall	1,111,484	43,248	1,756	3,185	1·81	8·4	27	42
Whitehaven and Furness	488,756	14,463	869	770	·88	3·2	33	64
Whitehaven Junction	938,954	73,356	2,994	2,668	·89	6·4	12	70
TOTAL	28,905,498	34,248	2,350	4,711	2·00	5·8	902	66
SCOTLAND.								
Aberdeen	2,754,658	38,365	2,893	3,607	1·24	6·8	73	45
Deeside	260,682½	16,091	628	457	·72	3·7	16	16
Dundee and Arbroath	2,432,970½	140,634	4,392	3,517	·80	10·8	17	27
Elgin	5,180	1,151	23	265	11·52	6·9	4	40
General Terminus	—	—	—	—	—	13·6	2	21
Leven	42,027	7,246	245	197	·80	3·9	5	62
Morayshire	175,824	29,800	691	561	·81	5·0	5	72
St. Andrew's	190,397	42,310	1,142	771	·67	3·5	4	45
Stirling and Dunfermline	520,444	20,341	1,119	2,600	2·32	5·0	24	50
TOTAL	6,553,421	42,814	2,128	2,614	1·23	5·6	194	13
IRELAND.								
Belfast and Ballymena	2,272,581	59,962	3,085	2,159	·69	7·2	37	74
Belfast and County Down	2,150,496	128,101	3,445	743	·21	5·2	16	63
Cork, Blackrock, and Passage	2,494,135	395,894	7,007	48	·006	11·9	6	23
Dublin and Belfast Junction	839,821	18,746	2,319	1,288	·55	5·3	55	48
Dundalk and Enniskillen	291,422	13,554	1,278	1,268	·99	5·9	26	52
Irish South-eastern	320,361	14,174	1,515	817	·55	2·6	22	48
Killarney Junction	91,506	2,334	462	243	·53	1·7	40	26
Londonderry and Coleraine	240,761	8,161	527	392	·74	3·0	36	13
Newry and Enniskillen	55,966½	15,990	402	268	·66	8·1	3	43
Newry, Warrenpoint, and Rostrevor	759,401	133,226	2,759	252	·09	6·1	5	60
Waterford and Kilkenny	211,537½	11,133	970	673	·69	5·6	29	5
Waterford and Tramore	151,731	20,504	842	19	·02	4·8	7	31
TOTAL	9,879,719	39,205	1,980	918	·46	4·5	288	6
GRAND TOTAL	45,338,638	36,271	2,176	3,688	1·69	5·5	1,385	5

Appendix No. 2.

ntaining a List of the Accidents which have been reported upon by the Inspecting Officers of the Department during the year 1855.—Classified according to the Nature of the Accidents, and showing the Causes to which they are severally to be attributed.

Table No. 1.—Accidents appertaining to the Rolling Stock and Road.

Accidents from Engines or Carriages leaving the Rails.

Name of Railway and Description of Accident.	Sufferers by Accident.				Causes of Accident.																					
						Causes arising from the Rolling Stock or the Road.				Causes attributable to the Management.																
						Neglect of		Defective Construction of		Insufficient Supply of Means for securing Safety.								Defective System.								
	Passengers.		Servants of Company.															Unpunctuality.								
	Killed.	Injured.	Killed.	Injured.	Purely Accidental.	Machinery of Train.	Road.	Machinery of Train.	Road.	Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.	Improper Interference by Persons not under the Control of the Company.
EDONIAN:																										
16th January.—Accident to mineral train from fracture of axle, which caused a waggon to fall on the opposite line of rails; passenger train approaching in the opposite direction ran into it	.	.	.	1	1	.		1	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.
AT NORTHERN:																										
18th January.—Fracture of axle of carriage of North British Company, in the 9 P.M. down passenger train	.	1	.	.	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11th December.—Fracture of tyre of wheel of second-class carriage near Ranskill	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CASTER AND CARLISLE:																										
28th October.—Train thrown off line	.	6	.	2	1	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.
DON AND NORTH WESTERN:																										
22d February.—Accident from fracture of tyre of waggon-wheel near Four Ashes Station	.	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25th February.—Up night mail-train ran off line near Preston Brook Station	.	.	.	.	.	.	1	.	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.
DON, BRIGHTON, AND SOUTH COAST:																										
24th October.—Passenger train ran off the Wimbledon and Croydon line near Mitcham	.	.	1	2	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.
DONDERRY AND COLERAINE:																										
14th March.—Engine of passenger train mounted and left the rails when passing round a curve near Rosse's Bay	.	.	1	1	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CHESTER, SHEFFIELD, AND LINCOLNSHIRE:																										
31st January.—Portion of passenger train thrown off the line between Woodhead and Hadfield, by fracture of tyre	.	.	1	.	1	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.
19th December.—Train thrown off the rails at a cross-over road near the Hadfield Station by a broken switch-rail	.	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LAND:																										
22d February.—Portion of 8 A.M. down passenger train ran off line near Wigston (breaking-apparatus became detached)	.	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15th July.—Engine of a passenger train mounted the rails and ran down an embankment near the Shipley Gate Station, while proceeding at the rate of five or six miles an hour down a falling gradient of 1 in 150	.	4	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TH BRITISH:																										
20th August.—Express train from Edinburgh to London ran off the rails near Berwick	.	7	.	3	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TH EASTERN:																										
19th February.—Portion of up express train thrown off rails between Cramlington and Killingworth, from fracture of a tyre of leading wheel of first-class carriage	.	4	.	.	1	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.
14th September.—Engine of a passenger train thrown off the rails while passing a crossing in a curve near the Newby Wisk Station	.	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ORD, WORCESTER, AND WOLVERHAMPTON:																										
21st August.—A Great Western passenger train thrown off the rails when passing the Priestfield Junction, in consequence of the tongue of a switch being imperfectly fastened	.	3	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18th October.—Tyre of a wheel of a passenger train broke near Hartlebury	.	.	.	.	1	1	.	1	.	1	.	.	.	.	.	.	.	1	1	.	.	.	.
TH DEVON:																										
20th February.—Carriage left the rails near the Brent Station	.	2	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TH EASTERN:																										
28th July.—Passenger train from London thrown off the rails while passing through the tunnel near the Higham Station on the North Kent line, in consequence of a sleeper having shifted	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	.
TH WALES:																										
3d January.—Accident from the up express train leaving the rails near Caermarthen	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
TOTAL	.	30	3	11	12	2	6	5	5	1	.	.	.	3	.	.	.	1	3	.	2	.	.

Appendix No. 2.—Table No. 1.—Accidents appertaining to the Rolling Stock and Road—*continued.*

Accidents at Facing Points.

NAME OF RAILWAY AND DESCRIPTION OF ACCIDENT.	SUFFERERS BY ACCIDENT.				CAUSES OF ACCIDENT.																		
						Causes arising from the Rolling Stock or the Road.				Causes attributable to the Management.													
						Neglect of		Defective Construction of		Insufficient Supply of Means for securing Safety.							Defective System.						
																	Unpunctuality.						
	Passengers.		Servants of Company.		Purely Accidental.	Machinery of Train.	Road.	Machinery of Train.	Road.	Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases in which the Accident would not have occurred had the Line been [illegible] Telegraph
	Killed.	Injured.	Killed.	Injured.																			
EASTERN COUNTIES:																							
27th June.—Passenger train crossing from one line to another at Stratford was thrown off the rails, in consequence of the facing points being out of order - -	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	
GREAT NORTHERN:																							
1st January.—Accident at Doncaster, train moving into a siding, ran partly into the main line, and partly into the siding. The policeman ought to have held the points -	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	
3d January.—Accident at Leeds Central Station, from a passenger train, which was being backed through some points, running into a wrong line of rails - - -	.	2	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	
LANCASHIRE AND YORKSHIRE:																							
13th August.—Passenger train ran into a goods siding near the Bolton Station, in consequence of the self-acting facing points being either set wrong or out of order, and came into collision with a goods train - - - - - -	.	5	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	1	.	1	.	
LONDON AND NORTH WESTERN:																							
24th April.—Passenger train running through temporary self-acting facing points near the Camden Town Station, leading to new works - - - -	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	1	.	.	.	
LONDON AND SOUTH WESTERN:																							
8th November.—Hampton Court Station, carriage thrown off rails while being pulled through the points by means of a tail rope - - - - - -	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	
MIDLAND:																							
16th January.—Accident at Ullesthorpe, from a train which was being backed on the line passing through some points of a cross-over road facing the direction in which it was moving, and coming into collision with a train on the opposite line	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	
15th May.—Passenger carriage, drawn by a horse, on the Ilkestone Branch (single line), running through facing points, and coming into collision with some waggons	.	3	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	
SOUTH DEVON:																							
15th August.—Passenger train ran into a siding near the Ivy Bridge Station, in consequence of the points being set wrong, and came into collision with some goods waggons - - - - -	.	5	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	
SOUTH EASTERN:																							
7th December.—Passenger train ran through points at Bricklayers' Arms Junction, and came into collision with engine - - - - - -	.	15	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	1	.	1	.	
25th December.—Passenger train ran through points into goods siding at Strood Station, and came into collision with some carriages - - - -	.	2	.	.	.	.	.	.	1	.	1	.	.	.	.	1	.	.	1	.	1	.	
TOTAL - - -	.	33	.	1	.	.	1	.	9	.	5	.	.	.	.	1	.	.	5	.	7	.	

Accidents from Persons in Trains being struck against permanent Works adjacent to the Line.

EAST LANCASHIRE:																							
11th July.—Thomas Brooks, acting guard of a passenger train, came in contact with the lower part of the roof of a tunnel near the Bury Station, while he was riding on the outside of a carriage, working the break, and severely injured - -	.	.	.	1	.	.	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	
EWPORT, ABERGAVENNY, AND HEREFORD:																							
23th March.—Fireman of a passenger train came in contact with the girder of a bridge near the Pandy Station, and was killed -	.	.	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	
NORTH EASTERN:																							
6th September.—Greaser in the Queen's train killed near Aycliffe by being struck against a bridge - - - - -	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1*	.	.	.	
SOUTH EASTERN:																							
23d May.—Fireman of a passenger train came in contact with the Chart Bridge, near Ashford, and was killed - - -	.	.	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
28th November.—Alexander Cunningham, a passenger, having put his head out of the window of a third-class carriage, came in contact with the side of a tunnel, and was severely injured - - - - -	.	1	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	
TOTAL - - -	.	1	3	1	.	.	.	2	3	.	.	.	.	.	.	.	.	.	1	.	.	.	

* Exceptional methods for securing safety of Royal train.

Appendix No. 2.—Table No. 1.—Accidents appertaining to the Rolling Stock and Road—*continued.*

Accidents from Boiler Explosions.

NAME OF RAILWAY AND DESCRIPTION OF ACCIDENT.	SUFFERERS BY ACCIDENT.				CAUSES OF ACCIDENT.																				
						Causes arising from the Rolling Stock or the Road.				Causes attributable to the Management.															
						Neglect of		Defective Construction of		Insufficient Supply of Means for securing Safety.							Defective System.								
	Passengers.		Servants of Company.		Purely Accidental.	Machinery of Train.	Road.	Machinery of Train.	Road.	Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Unpunctuality.		Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.	Improper Interference by Persons not under the Control of the Company.
	Killed.	Injured.	Killed.	Injured.													Accidental.	Defective or inadequately enforced System.							
CALEDONIAN:																									
5th April.—Boiler of an engine in the goods shed at the Greenock Station exploded, in consequence of interior corrosion	.	.	2	4	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GREAT WESTERN:																									
5th February.—Boiler of the Actæon, an engine attached to a passenger train, burst at the Gloucester Station, in consequence of interior corrosion	.	.	.	2	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LONDON AND NORTH WESTERN:																									
5th April.—Boiler of a shunting engine in the goods yard at Rugby exploded	.	.	1	2	.	.	.	1	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.
NORTH LONDON:																									
6th July.—Boiler of a tank engine of a passenger train exploded at the Camden Town Station	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
NORTH YORKSHIRE:																									
1st July.—Boiler of a goods engine exploded at Aldham, after being detached from the train	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.
TOTAL	.	.	4	8	1	2	.	1	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.

Accidents from Fracture of Couplings.

BIRKENHEAD, LANCASHIRE, AND CHESHIRE JUNCTION:																									
6th January.—Coupling between tender and first carriage broke, and train came into collision with the engine	.	6	.	.	1	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.
GREAT SOUTHERN AND WESTERN:																									
9th October.—Coupling of a mixed passenger and cattle train gave way near Mallow	1	.	.	.	.	.	1	.	1	.	.	1	1	.	.	.	.	1	.	.	.	.	.	.	.
NEWBURY AND HEREFORD:																									
9th December.—Portion of mixed passenger and cattle train became detached on the incline near Dorrington, and came into collision with other portion	.	.	.	.	.	.	1	.	.	.	.	.	1	.	1	.	.	1	.	1	.	.	.	.	.
NORTH STAFFORDSHIRE:																									
9th February.—Portion of 5.20 A.M. goods train broke away on Dudley Incline, and moved down the incline	.	.	.	.	1	.	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	1	6	.	.	2	.	1	.	1	.	.	2	3	.	1	.	.	2	.	1	.	.	.	.	.

TABLE NO. 2.—ACCIDENTS APPERTAINING TO THE MANAGEMENT.

Collisions on Double Lines of Railway from Trains following each other on the same Line of Rails.

BODEN:																									
7th July.—Collision at Cove between regular passenger train and excursion train	.	22	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	1	1	1	.	1	.	.	.
BRIDGE AND EXETER:																									
5th February.—Collision at Tiverton Junction Station	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	1	1	1	.	.	.	.
1st October.—Collision from the down night mail-train overtaking a goods train which was proceeding slowly through the White Ball Tunnel	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	1	1	1	.	.	.	.
CALEDONIAN—GLASGOW AND PAISLEY JOINT:																									
1st February.—Breakage of the tyre of the wheel of a first-class carriage in a Glasgow and South Western Company's passenger train, or of the axle of a third-class carriage, throwing both off the rails. Caledonian passenger train following on the same line ran into the former train	1	4	.	.	1	.	.	.	.	.	.	.	.	.	1	.	.	1	1	.	1	.	.	.	.
CHESTER AND HOLYHEAD:																									
5th November.—Collision from passenger train overtaking goods train near Conway	.	3	.	1	1	.	.	.	.	1	1	.	.	1	1	1	.	.	1	1	.	1	.	.	.
EASTERN COUNTIES:																									
31st August.—Collision near Bow Junction between two passenger trains	.	35	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	1	1	.	.	.	.	.
9th December.—Collision between a passenger train and a mixed passenger and goods train, near Wisbeach	.	3	.	.	.	.	.	.	.	.	1	.	.	.	.	.	1	.	1	1	1	.	.	.	.
LANCASHIRE:																									
7th September.—Collision at Summerseat between a passenger train and a goods train standing on the line	.	8	1	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.

Appendix No. 2.—Table No. 2.—Accidents appertaining to the Management.—Collisions on Double Lines of Railway, &c.—

NAME OF RAILWAY AND DESCRIPTION OF ACCIDENT.	SUFFERERS BY ACCIDENT.				CAUSES OF ACCIDENT.																		
						Causes arising from the Rolling Stock or the Road.				Causes attributable to the Management.													
						Neglect of		Defective Construction of		Insufficient Supply of Means for securing Safety.							Defective System.						
	Passengers.		Servants of Company.														Unpunctuality.						
	Killed.	Injured.	Killed.	Injured.	Purely Accidental.	Machinery of Train.	Road.	Machinery of Train.	Road.	Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.
GREAT NORTHERN:																							
13th July.—Collision near Doncaster, from a passenger train overtaking and running into a portion of a coal train which had become disconnected	.	.	.	2	.	.	.	.	.	.	.	1	.	1	.	.	.	1	.	.	1	.
6th December.—Collision between a passenger train and a goods train, between Peakirk and Peterborough	.	1	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.	.	.	1	1	1
GREAT WESTERN AND SOUTH WALES:																							
12th January.—Collision near Gloucester between a passenger train and a goods train	.	5	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	1	1	1
LANCASHIRE AND YORKSHIRE:																							
*19th August.—Goods train overtook and came into collision with an excursion train which had come to a stand on the Summit Tunnel, near Littleborough, for want of steam	.	12	.	.	.	.	.	.	.	.	1	1	.	.	.	.	.	1	1	1	1	1
LONDON AND NORTH WESTERN:																							
1st June.—Passenger train overtaking and coming into collision with an excursion train which was discharging passengers at the Heaton Norris Station	.	4	.	1	1	.	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	1
18th October.—Mail train overtook and ran into a goods train just as the former had arrived at the Heaton Norris Station	.	1	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1	1
LONDON AND SOUTH WESTERN:																							
29th April.—Collision from one excursion train overtaking and running into another, which was brought to a stand-still near the Woking Station from want of water, and the choking of the pumps of the engine	.	9	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.
15th November.—Collision near the Wimbledon Station from a passenger train overtaking a goods train	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	1	1	1	.	1
MIDLAND:																							
15th June.—Collision at Barrow between two coal trains	.	.	1	.	.	.	.	.	.	1	.	.	.	.	1	.	.	1	.	.	1	.
NORTH BRITISH:																							
7th July.—Collision near Houndwood Free Church. An express train overtook and ran into a mineral train which had been delayed in consequence of a waggon laden with an iron stern-post of a screw steamer getting off the rails	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1
NORTH EASTERN:																							
1st June.—Collision from a goods train overtaking and running into a passenger train near the Felling Station	.	3	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.	1	1	.	1
OXFORD, WORCESTER, & WOLVERHAMPTON:																							
5th October.—Collision from a passenger train overtaking and running into a goods train at the Kidderminster Station	.	4	1	1	.	.	.	.	.	1	.	.	.	.	.	1	.	1	1	1	.	1
SCOTTISH CENTRAL:																							
11th January.—Collision at Bannockburn between a Scottish Central goods train and a Stirling and Dunfermline goods train	.	.	.	1	.	.	.	.	.	.	.	.	.	.	1	.	.	1	1	.	.	1
TOTAL	1	115	3	7	5	1	.	1	2	3	3	4	.	3	8	4	1	9	10	14	11	17

Collisions at Junctions.

EDINBURGH AND GLASGOW:																							
2d January.—Collision at Larbert Junction between a goods train and a passenger train	.	2	.	1	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	1	.
GREAT NORTHERN:																							
15th October.—Collision at a junction near the Boston Station between a goods train and a passenger train	.	7	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	1	.
MIDLAND:																							
27th February.—Collision between two goods trains at Knighton North Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	1	.
24th March.—Collision at the Trent Junction from a passenger train overtaking and running into a train of empty waggons which was shunting to the Nottingham Branch	.	2	.	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.	1	1	1	1
17th September.—Collision between an excursion train and a coal train which was crossing at the Lawrence Hill Junction, near Bristol	.	17	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.	1	1	.	.	1
SOUTH EASTERN:																							
20th September.—Collision at a junction near Gravesend between a passenger train and a coal train	.	.	.	.	.	.	.	.	.	.	1	.	.	.	1	.	.	.	1	.	1	.
TOTAL	.	28	.	2	.	.	.	.	1	.	1	.	1	.	5	.	.	1	3	1	3	2

Appendix No. 2.—Table No. 2.—Accidents appertaining to the Management—*continued.*

Collisions at Stations or Sidings.

NAME OF RAILWAY AND DESCRIPTION OF ACCIDENT.	SUFFERERS BY ACCIDENT.				CAUSES OF ACCIDENT.																				
						Causes arising from the Rolling Stock or the Road.				Causes attributable to the Management.															
						Neglect of		Defective Construction of		Insufficient Supply of Means for securing Safety.							Defective System.								
	Passengers.		Servants of Company.														Unpunctuality.								
	Killed.	Injured.	Killed.	Injured.	Purely Accidental.	Machinery of Train.	Road.	Machinery of Train.	Road.	Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.	Improper Interference by Persons not under the Control of the Company.
DONIAN:																									
h July.—Collision from an express train running into a mineral train which was shunting at the Burnbrae siding - -	.	12		.	.	.	.	.	.	1	.	1	.	.	1	.	.	.	1	.	.	.	.
TER GENERAL STATION:																									
d June.—Collision between a Great Western passenger train and a goods train which was shunting from one line to another at the Chester General Station of the Chester and Holyhead and other Companies - - - - - -	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	1	1	.	.	.	.
ERN COUNTIES:																									
1 November.—Collision between a passenger train and a goods train which was crossing from one line to another near the Bishopsgate Station - - - - - -	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
T NORTHERN:																									
th November.—Collision between a mixed express and a goods train near Peterborough - - - - - -	.	3	.	.	.	.	.	.	.	.	.	1	.	.	1	.	.	1	1	.	1	1	.
ON AND NORTH WESTERN:																									
3th October.—Collision at Berkhampstead between a passenger train and a coal train standing at the station - -	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.
AND:																									
2d February.—Collision at Rugby between an engine and some carriages -	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.
H EASTERN:																									
9th September.—Collision at the Bradbury Station between a passenger train and a pick-up goods train, which was being shunted from one line to another -	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	1	.	1	.	.
H EASTERN:																									
4th September.—Collision near the Marden Station between an up passenger train and a coal truck, the end of which was projecting from a siding - - -	.	1	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	1	.	.	.	partly. 1
TOTAL - - -	.	18	.	.	.	.	.	.	1	2	.	2	.	.	3	.	.	2	7	.	5	1	1

Collisions on Single Lines of Railway between Trains meeting in opposite Directions.

CHESTER, SHEFFIELD, AND LINCOLNSHIRE NGLE LINE):																									
4th February.—Collision on Barton Branch between an engine and a passenger train	2	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.
H STAFFORDSHIRE:																									
1st May.—Collision between two passenger trains upon a portion of single line at the Dudley Station - - - - -	.	45	.	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	1	.	1	.	.
LIN AND DROGHEDA:																									
9th February.—Collision between an up passenger train and a down goods train on the portion of line over which all the trains are worked up to the platform at Drogheda - - - - -	.	7	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL - - -	2	54	.	1	.	.	.	.	.	1	1	.	.	.	.	.	.	.	2	.	1	.	.

lisions on Double Lines of Railway between Trains and Engines meeting in opposite Directions, in consequence of one having taken the wrong Line.

TH EASTERN:																									
12th September.—Collision at Reading, between a passenger train proceeding to Reading and an engine which had started from that station upon the wrong line of rails - - - - -	4	8	1	2	.	.	.	.	.	.	1	.	1	.	.	.	.	.	1	.	1	.	.
TH STAFFORDSHIRE:																									
19th March.—Collision between a passenger train and goods waggons, which moved in the wrong direction down the Lichfield incline - - - - -	1	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	1	.	.	.	1
TOTAL - - -	5	8	1	2	.	.	.	.	.	.	2	.	1	.	.	.	.	.	2	.	1	.	1

Appendix No. 2.—Table No. 2.—Accidents appertaining to the Management—*continued.*

Collisions between Trains at a Level Crossing of two Railways.

NAME OF RAILWAY AND DESCRIPTION OF ACCIDENT.	SUFFERERS BY ACCIDENT.				CAUSES OF ACCIDENT.																		
						Causes arising from the Rolling Stock or the Road.				Causes attributable to the Management.													
						Neglect of		Defective Construction of		Insufficient Supply of Means for securing Safety.							Defective System.						
	Passengers.		Servants of Company.														Unpunctuality.						
	Killed.	Injured.	Killed.	Injured.	Purely Accidental.	Machinery of Train.	Road.	Machinery of Train.	Road.	Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between Guard and Engine-driver.	Want of adequate Signals.	Want of Time-pieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.
GREAT WESTERN AND WEST LONDON: 28th November.—Collision at level crossing between two goods trains	.	.	1	1	.	.	.	.	.	.	1	.	1	.	1	.	.	1	1	.	.	1

Accidents from Trains entering Stations at too great a Speed.

ABERDEEN: 31st August.—Collision at Aberdeen from carriages moving into station at too great a speed	.	8	.	.	.	1	.	.	.	.	1	.	.	.	.	.	.	.	1	.	.	.
EASTERN COUNTIES: 14th January.—Collision at Hertford from train being moved into the station at too great a speed, and coming in contact with trucks	.	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	.
GREAT NORTHERN: 20th August.—Excursion train running against fixed buffers at Kings Cross	.	6	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.
MIDLAND: 11th October.—Train run into Mansfield Station at too great speed, and came into collision with fixed buffers	.	1	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	1	.	.	.
TOTAL	.	18	.	.	1	1	.	.	.	.	2	.	.	.	.	.	.	.	3	.	2	.

MISCELLANEOUS.

EASTERN COUNTIES: 9th September.—Mr. Jebson (not a passenger), speaking to a friend who was in a train at the Park Station, was caught by the handle of the door as the train was moving, and being dragged off the platform received some injuries	.	1*	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE: 18th September.—An excursion train having been kept waiting on a viaduct near the Dinting Station for the arrival of another train, three of the passengers got upon the parapet thinking it was a platform, the night being dark, and, falling over into the road below, were killed	3†	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	1
NORTH EASTERN: 19th January.—Connecting rod and other parts of the machinery of an engine attached to an empty passenger train broke after passing the Brough Station, and beat two holes in the bottom of the boiler, causing an escape of steam. Driver and fireman scalded: the latter died afterwards	.	.	1	1	1	.	.	.	.	.	1	.	.	.	.	.	.	.	1	.	.	.
NORTH UNION: 23d July.—Bridget Walsey, a passenger by an East Lancashire train from Liverpool, was set down at Preston Station, on the east side, and crossing the line (there being no other way) to take a ticket for Ulverstone, was run over and killed	1	.	.	.	.	.	.	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	4	1	1	1	1	.	.	.	3	1	1	.	.	.	.	.	.	.	1	.	.	.	1

* This man was not a passenger.

† Carelessness of persons themselves.

Appendix No. 3.

CCIDENTS to SERVANTS of COMPANIES or of CONTRACTORS upon Lines open for Traffic in England and Wales, Scotland, and Ireland, during the Year ended 31st December 1855.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
om Causes beyond their own Control, viz.:—																						
llisions	–	1	2	3	3	10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5	14
ains or Engines getting off Rails	2	2	–	4	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2	9
ains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
cles or Machinery breaking	–	2	2	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3	3
n over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons	–	–	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1
n over while shunting Trains	–	–	–	–	–	–	1	–	–	1	–	–	–	–	–	–	1	–	–	–	2	1
n over or struck while properly performing other Duties	1	–	1	–	–	1	3	1	–	–	–	–	–	–	–	–	1	2	2	–	8	4
iler Explosions	–	2	1	1	–	–	–	–	–	–	–	–	–	1	–	–	1	–	2	4	4	8
ruck against Bridges	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	2	1
Total	3	7	7	8	5	16	5	1	–	1	–	–	–	1	–	–	3	2	5	5	28	41
om want of Caution, or Misconduct, viz.:—																						
llisions	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
ushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	1	–	1	2	5	4	2	–	–	–	–	–	–	–	–	1	–	2	1	9	10
n over while crossing Railway	1	–	1	–	3	–	4	2	3	–	3	1	1	–	8	2	7	2	7	2	38	9
n over while shunting Trains	–	–	1	1	1	1	3	4	–	–	–	–	–	–	–	–	1	–	–	1	6	7
hile incautiously working on the Line	–	–	–	2	–	–	–	–	–	–	–	–	–	–	9	2	4	2	3	–	16	6
tempting to get upon or off Engines or Carriages in motion	–	2	1	3	1	3	1	1	2	1	1	1	1	–	1	2	2	–	7	1	17	14
ruck against Bridges	1	–	1	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3	1
lling from Carriages or Waggons	1	–	–	–	1	2	1	–	–	–	–	–	–	–	–	–	3	1	1	1	7	4
Total	4	3	4	7	9	12	13	9	5	1	4	2	2	–	18	6	18	5	20	6	97	51
GRAND TOTAL	7	10	11	15	14	28	18	10	5	2	4	2	2	1	18	6	21	7	25	11	125	92

Appendix No. 4.

CIRCULAR on EXPLOSIONS of BOILERS of LOCOMOTIVE ENGINES.

SIR,

Railway Department, Board of Trade, Whitehall, June 15, 1855.

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copies of two Reports which they have received from their Inspecting Officer, Colonel Wynne, on the subject of the explosions of boilers of locomotive engines; of which, one occurred on the Great Western Railway at Gloucester on the 7th of February, and the other occurred on the Caledonian Railway at Greenock on the 5th of April.

It would appear that the bottom plates of these boilers had in some parts become very much corroded, being pitted with numerous indentations; and in one place, near the junction of the plates, where a deep channel had been eaten away, the thickness of the plate was reduced to one tenth of an inch.

The form in which the corrosion occurred is peculiar; but it is similar to what has been observed in other instances where the plates of locomotive boilers have been examined after having been in use for a long period of time.

In the course of his inquiry into the causes of the first explosion Colonel Wynne consulted Professor Tyndal on the subject, from whom a letter is appended to Colonel Wynne's Report; and their joint opinion is, that the corrosion has been caused by the continuous action of weak currents of electricity, these currents being generated between the brass tubes and the iron plates, through the medium of the water in the boiler.

The mode in which they consider that these currents act is explained as follows, viz.: "Such a boiler constitutes a "veritable voltaic couple, consisting of brass, iron, and the exciting liquid water. Feeble currents of electricity will be "established, the direction of which through the liquid will be from iron to brass; the iron being what is called the "positive element of the couple. A decomposition of the water will take place; hydrogen will be liberated against the "brass tubes; oxygen (and acid if a salt be dissolved in the water) will be liberated against the iron plates; the quantity "thus evolved may be very small, but acting incessantly for a number of years it would be sufficient to produce the "observed corrosion."

Upon the assumption that the corrosion is due to this cause Professor Tyndal appears to consider that the use of a different material for the tubes, or an alteration in the distribution of the existing material, would afford a means of preventing, or at least of retarding, the action.

My Lords are aware that the interior of a locomotive boiler can only be examined, when the tubes are removed, at distant intervals of time; and as the aim of engineers is to increase the durability of the tubes, and thereby add to the interval, they feel it to be of the highest importance that every possible means should be adopted to check any internal deterioration.

Under these circumstances my Lords are of opinion that advantage may accrue from receiving and collating information from those who have had the advantage of large practical experience on this subject.

They have therefore directed me to request that the Directors, if they concur in the view taken by their Lordships, will submit this communication to their locomotive engineer, and request him to inform my Lords what have been the results of his experience in this matter, viz.:—

1st. Whether the existence of a corroding agency has been observed?

2nd. If so, to what cause it has been attributed? and

3rd. Whether any means have been resorted to for counteracting it?

My Lords would also be glad to receive any other information bearing upon this subject.

I have, &c.,

The Secretary of the Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

BOILER EXPLOSION ON GREAT WESTERN RAILWAY.

(Enclosure No. 1.)

SIR, *Railway Department, Board of Trade, Whitehall, June 5*, 1855.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with the explosion of the boiler of a locomotive engine belonging to the Great Western Railway Company, at their Gloucester Station, on the 7th of February.

The engine, the boiler of which exploded, is known as the Actæon; it is a six-wheeled engine, with the driving wheels in the centre; it was delivered to the Company in December 1841, and had, consequently, done about thirteen years' service when the accident occurred. It was re-tubed, and underwent a thorough repair, in May 1850. The mileage with the first set of tubes was 150,939; with the second set of tubes it was 107,433. The cylindrical part of the boiler was 8 feet 6 inches long, and was made of 5-16″ iron boiler plate, each piece about two feet in width, four of which were bent lengthwise round the cylinder, but not breaking joint. The boiler was furnished with two safety valves, each 3¼ inches diameter; one was weighted to 90 lbs. on the square inch, and the other had 88 lbs. on the square inch, and ferules were attached to prevent the valves being tampered with.

The train was the 6.15 a.m. out of London, and the Actæon was taken on at Swindon. At Stroud a fresh supply of water was taken, and from thence till the train reached Gloucester one feed was kept open, and the glass gauge on arriving there was quite full. The glass was 9 inches long, and the bottom of it was on a level with the top of the fire-box, which was, therefore, in no danger of being overheated. After the passengers were discharged from the train at the Gloucester platform, the driver took the engine and two carriages to a siding about 100 yards off, where he had to leave the second-carriage (at this time steam was blowing off, but not strongly, from both valves). Having left the carriage in the siding, the driver allowed the engine and remaining carriage to run back by gravity alone, the line here being on a steep incline. Whilst in the act of running back the boiler exploded. The effect of the explosion was to blow off both safety valves, sending them a distance of about thirty yards, and through the roof of the goods shed. The iron ring of the foot-stay of the boiler, weighing 100 lbs., was thrown a distance of nearly 300 yards, when it struck the wall of a house, making a breach through it. The bottom half of the cylindrical portion of the boiler was forced downwards on to the crank axle, which it broke across at the crank pin, forcing the right hand driving wheel through the iron framing, while the upper half of the cylinder was blown off in one piece, measuring 8 feet 6 inches × 6 feet 6 inches, and weighing about 6 cwt.

I annex a sketch, which will give a general idea of the appearance of the engine after the explosion.

An examination of the fragments of the engine showed the inside of the bottom plates of the boiler to be deeply pitted with innumerable indentations, apparently the effect of some corrosive action; and along the junction of the bottom plates with the side plates, on the right-hand side of the boiler, there was a deep channel eaten away to some extent, reducing the thickness of the plate 1-10th of an inch, evidently the effect of the same action.

As the boiler plates were torn asunder along this channel, and the most violent effects of the explosion occurred on the right-hand side of the boiler, in the region of the weakened part of it, the conclusion appears irresistible that the explosion was caused by the plates being so much reduced in thickness as to be no longer capable of resisting the ordinary working pressure of the steam.

The valves when found had the ferules on them, which is further evidence that the pressure of the steam was not excessive.

In the investigations I have been engaged in relative to the circumstances connected with boiler explosions, I have had occasion in the greater number of cases to notice the appearance, more or less developed, of the corrosive agency I have already alluded to, and I have also observed it in many boilers under repair, which had not exploded.

Locomotive superintendents and engine makers are quite aware of this action, and attribute it generally to what, I believe, is its true cause, galvanic action; but whether they have made the cause of this action, as well as its direction and any possible means of arresting it, a subject of research, I am not aware, but there can be no doubt that it would be very important to elicit information from them, and ascertain their opinion on the subject.

Believing the question to be one of great and growing importance, and that the investigation of it should be entrusted to some one more conversant with the subject of electrical and galvanic agency than engineers generally are, I applied to Dr. Tyndall, Professor of Physics at the Royal Institution, and he was so obliging as to accompany me on a second inspection that I made of the Actæon, and I have much pleasure in annexing a letter embodying his opinion on the subject.

Dr. Tyndall, in speaking of the causes of the corrosion, says:—"Science probably furnishes the means for its prevention." The importance of such a suggestion cannot be over estimated, when it is remembered that the construction of a locomotive boiler presents an insuperable obstacle to any examination of its interior, except when undergoing a re-construction or very extensive repair. Most destructive agencies may therefore be, and constantly are, at work in the interior of boilers, which no amount of care or forethought in the present state of our knowledge can foresee or prevent.

One great element of safety hitherto has been in the rapid wear of the brass tubes, the renewing of which affords generally a sufficiently frequent opportunity for examining the interior of the boiler. In the present instance the wear of the tubes, I understood from the locomotive superintendent, somewhat exceeded the average duration, and a period of nearly five years elapsed without its being known what was going on in the interior of the boiler. The expense of retubing a boiler is so great that the attention of engine makers is much directed to the subject of increasing their wear, and any success in this direction will necessarily shut up the interior of the boiler for a longer period from view, and, by giving more time for the corroding element to work, increase the source of danger. It sometimes happens that an engine is so far worn out, or from other causes, as to become unfit for hauling trains, and is turned to the lighter duty of piloting, and worked at a lower pressure. In such cases the opportunity of examining the interior is deferred, and the unseen corroding agency has time to complete its work of destruction. It was under such circumstances that a boiler explosion occurred on the London and North Western Railway near Manchester, in 1853, attended with most fatal results.

There have been, no doubt, instances in which boilers but a short time in use, and apparently sound in all their parts have exploded under circumstances difficult to be accounted for; but these are the exceptional cases, and I believe that in the majority of instances it will be found that the engines have been old, and the interior of their boilers for a long time closed to view.

Since the accident to the Actæon two other explosions of the boilers of locomotive engines have occurred, reports on which I hope to lay before you for their Lordships' information in a few days.

I have, &c.

(Signed) GEO. WYNNE,
Lieut.-Colonel Royal Engineers.

(Enclosed in Colonel Wynne's Report.)

MY DEAR SIR,

IN placing before you the reflections suggested by our joint examination of the boiler which exploded some time ago at the Swindon Station of the Great Western Railway, I have to express my regret that the absence of safe experimental data on the question of steam boiler explosions generally, renders every opinion upon the subject in a great degree conjectural and uncertain. Our two hours' examination, instead of enabling us to assign the exact source of the actions which led to the destruction of the boiler, merely suggests the mode of attacking the question. While venturing, therefore, upon the following remarks, I cannot help feeling how much more satisfactory it would be to be able to substitute for supposition, however probable, the surer evidence of experimental fact.

The appearances presented by the boiler were as follows:—The iron plates, as far as the water usually extended, were deeply pitted and furrowed by some corrosive agency. At the centre portion of the boiler, the pits, I think, were deepest and best defined; towards the end at which the cold water entered to feed the boiler, they were less pronounced; towards the end nearest to the fire-box they were more diffuse and general. While pondering over these curious appearances, my attention was attracted by the tubes which passed through the boiler; these were of brass, and were attached at one end to the fire-box, and at the other end to the smoke-box of the engine. In the normal condition of the boiler, these tubes were separated from the bottom and sides by an interval of an inch or two, this interval being usually filled with hot water.

Without pretending to a degree of confidence unwarranted by the circumstances of the case, I think it may be affirmed that such a boiler constitutes a veritable voltaic couple, consisting of brass, iron, and the exciting liquid water. Feeble currents of electricity will be established, the direction of which, through the liquid, will be from iron to brass, the iron being what is called the positive element of the couple. A decomposition of the water will take place; hydrogen will be liberated against the brass tubes; oxygen (and acid, if a salt be dissolved in the water) will be liberated against the iron plates. The quantity thus evolved may be very small, but, acting incessantly for a number of years, it would, I imagine, be sufficient to produce the observed corrosion.

In the course of our examination you directed my attention to the singular preservative influence which the fire-box seemed to exercise on some iron bars which passed through it. There were, I believe, four such bars; solid cylinders, which passed, as longitudinal stays, from the front to the rear of the engine. Up to the point where these bars entered the steam dome they were deeply corroded; in the steam dome they were comparatively unaltered. This seems to be in harmony with the foregoing explanation. Up to the steam dome the iron bars ran side by side with the brass tubes which traversed the boiler; at the steam dome the brass tubes ceased, and from this to the end of the boiler, the iron bars, instead of being *electro motors*, were merely the *conductors* of the currents generated where the bars and the tubes were in close proximity. Other explanations may possibly be suggested, the exact merits of which experiment alone can decide.

Parallel to the row of rivets which united the bottom plate of the boiler to the smoke-box, a deep furrow had been eaten into the plate. A similar corrosive action was not observed parallel to the corresponding row of rivets at the fire-box end. Parallel to one longitudinal row of rivets a furrow had been eaten so deep as to reduce the thickness of the plate from three eighths to less than one eighth of an inch. Along this furrow the boiler is supposed to have given way; the plates were torn asunder, and the total destruction of the boiler was the immediate consequence.

Now, whatever be the cause of the corrosion, whether we refer it to the oxygen held in solution by the water, or to the decomposition of the water itself, science probably furnishes the means for its prevention. The experiments of Pepys, Davy, Van Beck, and others show that by suitably connecting a more positive metal with iron, the corrosion is diverted from the latter, so that it is thus possible to preserve iron uninjured in a liquid which, under ordinary circumstances, would rapidly attack it.

If the explanation which refers the corrosion to electro-chemical decomposition be the correct one, then in boilers where iron tubes are used, instead of brass ones, the pitting and oxidation ought not to take place to the same extent. I say "to the same extent," because a difference in the manipulation of two pieces of iron is sufficient to destroy their electro homogeneity and to produce feeble currents when the pieces are immersed in an exciting liquid. An action of this kind may perhaps be established between the iron rivets and the plates they unite, and, possibly, to this cause may be referred the furrows which are sometimes observed to follow the lines of junction. It would, however, be hasty to infer from a single instance that this is a general result; the whole subject demands a thorough examination, and a far wider acquaintanceship with facts than two hours' inspection of a single boiler could possibly furnish.

The longer we reflect upon this subject, more deeply must we be impressed with the necessity of associating, in the construction and management of steam boilers, the knowledge of the natural philosopher with that of the engineer. The consciousness of our deficiency in this respect was present with me when, on a recent occasion, I ventured to state, that "there are agencies at work in a locomotive of which the maker of it never dreamed, and which may nevertheless convert it into an engine of destruction."* At the present moment it might be difficult to say how many boilers are on the verge of explosion without any single engineer being aware of the danger. Another point deserving of attention is the following:—Common water always contains a quantity of atmospheric air in solution. This air may be expelled from the liquid by continued boiling; and it is an experimental fact, that water thus freed from air possesses mechanical properties widely different from ordinary water. The cohesion of the liquid is enormously increased, in consequence of which it may be heated to a temperature far beyond its ordinary boiling point without boiling; but when it does boil, it is not with the quiet ebullition of common water, the liquid particles snap suddenly asunder like a broken spring, and ebullition is converted into explosion. It is, I believe, a fact that boilers, after standing for a time, have often exploded at the precise moment when the engineer turned on the steam The question presents itself, whether the action just referred to may not here come into play? If the water has been sufficiently purged of air and then left at rest, its augmented cohesion may permit of its being heated far above the boiling point due to the pressure upon its surface; the mechanical disturbance produced by turning on the steam would destroy this cohesion, and the superheated liquid would develop a force resembling that of gunpowder on the application of a lighted match. I would wish it to be borne in mind, that we are in total ignorance as to the practical value of these suggestions; but the investigation which the subject so pressingly demands must take cognizance of them all.

Lieut.-Col. Wynne, R.E.
&c. &c.

I am, &c.
(Signed) JOHN TYNDALL.

BOILER EXPLOSION ON CALEDONIAN RAILWAY.

(Enclosure No. 2.)

Railway Department, Board of Trade,
Whitehall, June 7, 1855.

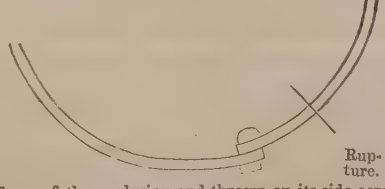
SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident that occurred on the 5th April at Greenock, caused by the explosion of the boiler of a locomotive engine belonging to the Caledonian Railway Company, whereby two men were killed and four injured.

The engine, the boiler of which exploded, is known as No. 51; it came on to the line in March 1848, and had run 227,000 miles with the original set of tubes; it had for some time past been running between Greenock and Glasgow, its daily average work being 91 miles; the cylindrical part of the boiler is 10 feet 1½ inches in length by 3 feet 6 inches in diameter; it is formed of three pieces of ⅜ inch iron boiler plate, which are of sufficient length to allow each piece to form an entire round of the cylinder, and the longitudinal joinings of each break joint with the other. The boiler is furnished with two safety valves 3¾" in diameter; the working pressure is from 80 lbs. to 90 lbs. on the square inch, the extreme range of the spring balances being 100 lbs.; the screw tapped on the rod of the spring balance stops at one inch from the bottom, which would prevent the driver from locking the valve, were he inclined to do so, in the ordinary manner by screwing down the nut.

The engine had come into the shed about 3 p.m. the previous afternoon, and at the time of the explosion, 6.25. a.m., was standing at the entrance of the shed on the up line. The engine shed is 150 feet long, the roof covering it was formed in two parts, that in the front (apparently an addition) was 60 feet in length by 32 feet in breadth, and 24 feet high, being somewhat lower than the portion over the back part of it. Two lines of rails, or cleaning pits, 8 feet apart, run the entire length of the shed. The boiler had been filled from a hose, and the fire lighted between 4 and 5 a.m.; this class of engine generally takes about one hour and a half to get up steam. When the cleaner left at 6 a.m., he states that steam was not blowing off, and that the valves were screwed down to 80 lbs. A fitter, who was in the shed at the time of the explosion, states that he observed two men on the engine, one of whom was in the act of taking off the damper when the boiler exploded; he did not observe steam blowing off.

The effect of the explosion was to make a longitudinal rent about one inch above and parallel to the line of rivets of the boiler plate adjoining the fire-box, the line of rivets lying a little to the right of the bottom of the cylinder, thus,—



Rupture.

The engine was lifted up by the force of the explosion and thrown on its side across the down line of rails; the great body of steam appears to have rushed along the cleaning pit, and encountering two men at the far end who were engaged cleaning another engine, scalded them so severely that they have since died, and the whole of the roof covering the front part of the shed was brought down.

On examining the interior of the boiler as far as it was exposed to view, which was only to a limited extent, the same corroding action, so fully described by Dr. Tyndall in his letter on the Actæon explosion, appeared to have been actively at work. There were the same deep indentations or pitting of the iron boiler plate, and a similar line of corrosion in the region of the rivets forming the line of rupture, having however this peculiarity, that there was a corresponding corrosion on the outside. The obvious conclusion is, that the boiler plate at this part was so much reduced in thickness, and its

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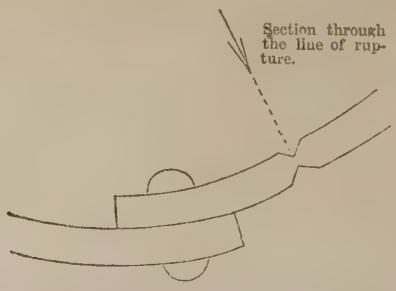
* On the Study of Physics, a lecture: John Parker and Son, West Strand.

strength so impaired, that the resisting power of the boiler plate was reduced below the ordinary working pressure of t steam as to cause the boiler to explode.



The circumstances of this boiler explosion appear to be nearly identical with those of the Actæon; and though the age of the Caledonian engine was not so great as that of the Actæon, yet the amount of work that it had done was not far short of th t performed by the latter, and it had this disadvantage, that the corroding agencies had seven years uninterrupted play instead of five years, owing to the duration of the tubes, which appears to have been unusual, and this fact is illustrative of the consequences I suggested in my report on the Actæon, as likely to arise in the event of engine makers succeeding in increasing the durability of the tubes, viz, that the interior of the boiler would be for a longer period closed from view, and more time given for the development of these destructive agencies.

With a knowledge of these facts and the serious results to be apprehended, I venture to press upon their Lordships how desirable it will be to d rect the serious attention of Railway Companies to the subject, and of eliciting the opinion of their locomotive engineers.

In this explosion, as well as that of the Actæon, and of many others reported to their Lordships, where the effects have been very violent, there seems to be no reason to suppose that the safety valves had been tampered with, and as a consequence steam of high tension generated; but, on the contrary, that these effects have been the result of steam of the ordinary working pressure suddenly liberated.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

(Signed) Geo. Wynne,
Lieut.-Col. Royal Engineers.

REPLIES TO CIRCULAR.

Sir,

No. 13, Lombard Street, London, 27th July 1855.

I had the honour to receive copies of Colonel Wynne's Reports, Professor Tyndall's letter, and Captain Galton's circular on the subject of the explosions of the Great Western Railway locomotive boiler "Acteon," at Gloucester, on the 7th February last, a d of the Caledonian locomotive boiler, No. 51, at Greenock, on the 5th of last April, both explosions arising from local defects produced by corrosion or oxydation.

As will be seen by the enclo ed copy of my paper, read before the British Association last year by Mr. Fairburn, of Manchester, I have devoted much attention to the subject of boiler explosions, and the cases of the Actæon and No. 51 may fairly be added to the examples given in that paper as furtl er proofs of the soundness of my conclusions, that explosions are chiefly due to local defects, whilst the destruction afterwards is due to the gunpowder-like expansion of the hot water and steam when suddenly released.

The researches in this field brought under my notice some instances of corroded tender tank plates in 1848, and of corroded locomotive boiler plates in 1849, of a ch racter precisely similar to those of the Actæon and No. 51, so fully described by Colonel Wynne and Professor Tyndall.

Leaky tenders first drew attention to an active corroding agent, and afterwards some corroded boilers (accidentally discovered) directed attention to this agent being also at work in far more dangerous quarters than in tenders.

With a knowledge of the practical facts I attributed the oxydation to the use of muriate of ammonia (salammonia), but as Colonel Wynne, Professor Tyndall, and others attribute it to galvanic action, I will, in answer to the questions of their Lordships, submit my reasons for differing from that opinion.

These questions are,—

1st. Whether the existence of a corroding agency has been observed?
2d. If so, to what cause it has been attributed?
3d. Whether any means have been resorted to for counteracting it? And,
4th. Their Lordships would gladly receive any other information bearing on the subject.

1st. Corroded Tender and Boiler Plates.

In reply to the first question, "Whether the existence of a corroding agency has been observed?" I beg to state that it has been observed, both on tender and boiler plates, to such an extent that the corroded parts had to be cut out and new parts substituted, or more temporary expedients adopted to fill the "pits" eaten in the boiler plates. This practice goes on to the present time, and has in several instances led to timely discoveries of excessive local injuries by corrosion.

Colonel Wynne also bears testimony to numerous cases of explosions where such corrosion was observed as well as in other boilers under repair, and my own observations fully confirm this testimony.

The official replies of the locomotive engineers may therefore be reasonably expected to give the facts accurately, and thus form a body of evidence from which the extent of the corroding agency, the first exciting cause of that corrosion, the probable explosions prevented by timely repairs, and the probable number of corroded boilers yet to repair, may be approximately ascertained.

2d. Cause of the observed Corrosion.

The second question, "To what cause the observed corrosion was attributed?" will probably elicit considerable difference of opinion as examined from different points of view, or by practical and scientific gentlemen, as is already indicated. Differing from the opinion that galvanic action alone caused the corrosion (however it may have acted partially by the affinity of the acid for the zinc in the tubes and valves), and attributing the corrosive action chiefly to the use of muriate of ammonia in boilers to prevent incrustations by holding the lime in solution, I will, therefore, confine my remarks to the attributed action of this salt.

Many articles have been tried to prevent incrustation in boilers, but they have generally been of a harmless nature until about 1845, when Dr. Ritterbandt patented the use of muriate of ammonia in the form of small crystals or "salts" for this purpose, and being recommended by some leading locomotive engineers, its consumption on railways rose until it reached about 5,000 or 6,000 lbs in a year at a single station

Some time after it had been in use the tender tanks became leaky from the plates, and joints being corroded, and as this had not occurred previous to the use of muriate of ammonia, it was reasonably concluded that the corrosion was caused by the salt thus introduced amongst the water in the tanks to dissolve, and be pumped into the boiler.

Attributed Action of Muriate of Ammonia in Boilers.

Some boilers under repair were also discovered to be similarly corroded, and when, in 1849, a very bad case came under my notice, in the same spirit as that in which the inquiries of their Lordships are now made, I sent the following note to "Herepath's Railway Journal" to draw public attention to the subject, and invite investigation of the attributed cause thereof.

"Pitted Locomotive Boilers.

"Mr. Editor,—Some instances of locomotive boilers deeply pitted, particularly round any projecting bolt, have come "under my notice, and being considered as the effects of using muriate of ammonia, it is desirable that careful exami- "nation should be made of any boiler, where it has been long used, that its useful or dangerous qualities may be set at "rest. The appearances presented are as if the boiler had the small pox on a large scale.

"March 21, 1849. (Signed) "A.B."

This appeared in the said journal of the 24th March and again in June; the injury complained of as done by the muriate of ammonia to the tubes, valves, pistons, and cylinders was noticed by the editor, which led the patentee (Dr. Ritterbandt) to call in reference to these notices.*

In opposition to the opinion that it was dangerous, the advocates of the muriate of ammonia urged that the dilution of the salt amongst the water rendered it harmless to the iron, beyond removing the calcareous incrustation which had been previously deposited.

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* See Herepath's Railway Journal, Nos. 523, 524, June 1849.

The dilution, however, appears to have been only partial, since both in the tender and in the boiler the higher gravity of the corroding agent seems to have caused the greatest corrosion on the bottom plates and joints.

The practical results proved that this defence was untenable and that extensive corrosion within the water spaces took place in both tenders and boilers, whilst the valves and pistons did not escape its injurious influence within the steam range of action; so general became the opinion of its injurious nature, that many of the most experienced drivers did not use it whenever they could avoid doing so.

The quantity actually used thus varied according to what was thrown away, although a regnlar quantity was daily assigned for each boiler.

It was also found that all the boilers were not equally pitted, and this was partly attributed to the above uncertainty as to the quantity actually used, and partly to the greater resisting power of some makes of iron than others to such corrosive action.

No particular difference was observed in the appearance of the corrosions on the tender plates where iron only is used in the construction, or on the boiler plates where the inner fire-box and stays are copper, and the tubes are brass; amongst which tubes the diluted muriate of ammonia is first pumped into the boiler with the water, but in washing out the boilers when cold, it was noticed that the water acquired a greenish hue.

In the steam-boat boilers on the Thames corrosion followed the use of muriate of ammonia much more rapidly than in locomotive boilers, probably arising from the greater concentrated strength with which it was first pumped into these boilers, aided by the Thames water being much more saturated with chemical solvents, phosphates, and ammonical products, than the hard water commonly used in locomotive boilers, as will be further noticed.

Such are some of the facts and observations which led to the opinion that the corroding agent in locomotive boilers was chiefly due to muriate of ammonia, and still leads me to adhere to it after a careful perusal of Professor Tyndall's opinion, expressed, however, with doubt by him in the absence of practical information which might have greatly modified it.

The Corrosive Action of Muriate of Ammonia.

The observed corrosion led to inquiries as to the probable action of muriate of ammonia under the circumstances, since chemistry, in such cases, renders efficient aid to engineering.

In practice about a pound weight of the dry salt of muriate of ammonia was put amongst the water in the tender containing from 800 to 1,000 gallons or more, according to the class of engine, and a similar quantity was intended for each tankful of water afterwards taken whilst at work, but after it became suspected few if any of these second or third quantities were used.

The water in the tender is usually more or less heated by blowing in steam amongst it, until, sometimes, its temperature approaches the boiling point, but, generally, considerably under that point.

On the tender plates the corrosion was attributed to the direct action of the partially dissolved crystals sinking by their superior gravity, and acting on the iron and rivetted joints.

In the boiler the temperature of the water would be from 310° to 330° or more, according to the pressure of the steam, and the corrosion was attributed to chloric acid amongst the water, and to ammoniacal gas amongst the steam,—both injurious to metallic surfaces.

The high temperature in the boiler liberates chlorine gas from the muriate of ammonia to unite with the calcium or lime in the water and hold it in solution, whereby the water acquires the peculiar muddy appearance that it exhibits in the guage glass when this solvent is used.

This solution of lime is then carried off amongst the steam instead of being precipitated as it is when no such solvent is used, and to this "limed" steam is attributed additional wear of the slide valves and cylinders, attested by more than the usual deposit of mud in the pistons.

A portion of the chlorine gas is also believed to unite with the oxygen of the water and form chloric acid, which being more or less guided by gravity affinity and the boiling steam bubbles, would be brought in contact with projecting parts and surfaces, and act on them accordingly.

A daily repetition of these contacts would denude the surface and leave it more and more susceptible to corrosive action until the iron became so tenuous or ossified that rupture would take place, as in the case of the Actæon, under a pressure for years previously confined with safety.

Ammoniacal gas it is understood would be formed by the nitrogen of the ammonia uniting with the hydrogen of the water, and passing out of the boiler with the steam would injure the valves and pistons, aided by the friction of the "limed" steam above referred to.

Such is the attributed action of the muriate of ammonia, borne out as it appears to be by the corrosion following its use in tenders, in locomotive boilers, and in steam-boat boilers, as may be clearly shown by reference to the description given of the corroded boiler of the Actæon.

It was observed, that the corrosion of this boiler was greatest in spots near the centre of the tubular part of the boiler, and in furrows near the line of the projecting rivetted joints and angle iron junctions with the smoke-box.

At the centre of the boiler the water is freest from the mechanical agitation caused by the oscillations of the running engine, and many engineers select it accordingly for the seat of the receiving steam pipe orifice and dome, as least liable for water to enter with the steam into the pipes. Here also the natural action of the boiling bubbles would tend, as may be observed by boiling water in a flat glass phial over a lamp, or candle, and noticing the course of the steam bubbles from each side rising and then curving towards the centre. The tubes would render this action more irregular, but might not materially influence its central tendency.

If, then, the globular steam bubbles, aided by gravity and affinity, guide the corroding agent, it would necessarily come in contact with projecting points first and corrosion take a form accordingly. Thus the projecting points of set bolts screwed through the boiler to fix some part or other of the mechanism to the boiler, or iron stays, would arrest the acid in a circular form around them, whilst globular spots would be corroded near the centre of the plates and furrows near the lines of the projecting rivetted joints and junction angle irons.

The longitudinal iron stay rods employed to tie together the flat ends of the boiler and fire-box were observed to be much corroded over the brass tubes, but scarcely at all over the copper fire-box.

These stays run parallel with the tubes and only a few inches above them and below the surface of the water, so that the boiling agitation would act directly on them, and deposit the corroding agent accordingly.

Over the fire-box these stay rods nearly touch the top of the copper fire-box, and the iron roof stays of that box stand considerably higher than the longitudinal stays, and would thus act as protectors to them. For the iron plater of the outer shell of the fire-box do not escape the corroding agent where there is no such prominent iron work, and where there are only a few inches of water, whilst the great body of water is in the tubular part of the boiler.

It may also be remarked that the diluted salt was pumped into the tubular part of the Actæon's boiler near the smoke-box, and at a low level, so that its first and greatest virulence would be exercised there, as is found to be the case.

So far, therefore, the suggested theory of the corroding agency of the muriate of ammonia coincides with the practical facts, and these remarks may be conducive to a more elaborate investigation of this part of the subject.

Corroded Furrow at Smoke Box End.

As rivetted joints destroy the elastic homogeneousness of the boiler, the waves of expansion, contraction, and vibration are arrested there by the greater rigidity of the rivetted double thickness of metal, which tends to localize the fatigue sustained by the iron near these points, and it also appears to increase the susceptibility to corrosive action, since the furrows generally take the line of that fatigue, and are often deeper than the spots on the plates.

One of the furrows was noticed at the smoke-box junction of the Actæon's boiler besides the one that ruptured, but there was no corresponding furrow at the fire-box junction.

Without knowing whether the fire-box junction angle iron had or had not been renewed, it is doubtful how far the difference observed was due to the different strain sustained by the two ends of the boiler or not.

It may however be useful to explain the difference in the duty which the respective junctions of the smoke-box and the fire-box with the boiler has to perform.

The cylinders are the seat of the propelling power, and require to be firmly held whilst the pistons apply that power to the driving axles to produce locomotion, or if not so held there would of course be no locomotion.

The propelling power acts alternately backward and forward (coincident with the reciprocations of the two pistons) twice each way, during one revolution of the driving wheels, and the important duty of holding the cylinder whilst the power is thus applied, is performed by the boiler on one side and the framing on the other side.

The smoke-box is the usual position where the cylinders are fixed sometimes inside it and sometimes outside it, with an extra covering plate projecting over them.

The Actæon is of the inside cylinder class, and the smoke-box is connected with the frame by stays placed at right angles to the line of the strain of the cylinders, aided by other inside frame stays between the smoke-box and fire-box. This engine is well stayed on Stephenson's plan of 1838, and so long as these stays did not get loose no very unequal portion of the strain should have fallen on the junction of the smoke-box with the boiler to injure the iron at that junction.

Whenever, as in some modern engines of great power, the framing is inefficient, loose smoke-box, side stays, and broken crank axles attest the defects of the mechanical arrangements, and bear evidence of the increased duty thrown on the boilers.

Such a mechanical strain is in addition to the usual expansive and contractive strains, and is chiefly sustained at the smoke-box junction, as the opposite point of resistance to the pistons is the driving or crank axle supported by the framing,

and as that framing is more or less efficient, so will be the duration of the crank axle and the boiler junction under ordinary circumstances.

Thicker bottom boiler plates and heavier crank axles are the expedients resorted to to lessen in some degree the consequences of the unmechanical arrangements of these powerful engines.

The fire-box acts the part of an auxiliary to the framing, and only indirectly sustains a portion of the propelling strain from the cylinders, although curiously enough the fire-box of the engines now referred to sustains the tractive strain of the train instead of the framing doing so, as in better arranged engines.

The furrow observed by Professor Tyndall at the smoke-box end might therefore be partly due to such mechanical strain and partly to the corroding action, but in future cases this explanation may lead to a fuller inspection of the general construction of engines as bearing on failures in a greater or lesser degree.

3d. Counteraction of Corroding Agent.

In reply to the third question, whether any means have been resorted to for counteracting the corrosive action observed in locomotive boilers, I can only state that none has come under my notice, although experiments may have been tried to neutralize the action of muriate of ammonia.

The public and official notice called in 1849 to the dangerous corrosions following the use of muriate of ammonia in boilers, led ultimately to its gradual disuse and final abandonment on many, if not on all, the railways.

It may be remarked that when the corrosions were observed in 1849, the financial position of railway companies was not at all good, and to take out the tubes of the boilers to examine them thoroughly required considerable expenditure, even if quite practicable.

Practically, therefore, such examination was left to be done when other repairs became necessary, and the risk of explosions before such repairs were required as a contingency which might or might not occur.

The internal corrosion of the Caledonian boiler No. 51, appears to have been due to the same cause as that which is believed to have corroded the Actæon boiler, but I am not aware to what extent muriate of ammonia was or was not used on that or other railways, but such knowledge in connection with the observed corrosions is essential and necessary to a satisfactory investigation of the subject.

Since example is more influential than precept, it is probable that when it was found that muriate of ammonia was used and recommended by high locomotive authorities, their example was followed to some extent before the dangers of doing so became generally known.

It is therefore highly desirable to ascertain the extent to which this salt has been used in locomotive boilers, the corroded boilers fully repaired since its use were abandoned, and those unrepaired boilers suspected of being more or less corroded, that an opinion may be formed of the probable damages still to encounter from such boilers.

The ordinary course of repairs has doubtless been the means of detecting several dangerous cases, and by this uncertain but timely discovery, prevented explosions, but the examples now under discussion raise the question, whether the term of comparative safety is not expiring, and ordinary repairs much too dilatory for suspected boilers.

If the answer to this question is reasonably in an affirmative sense, then extraordinary examinations of doubtful cases might be fairly urged as alike compatible with the financial economy of railway companies and the safety of the public.

My suggestion in 1849, that "It is desirable that careful examinations should be made of any boiler where muriate of ammonia has been long used" is therefore quite as desirable now as it was when written, in order that precautions may be adopted to prevent locomotive boiler explosions becoming a frequent occurrence from an ascertained cause.

4th. General Information on the Subject.

In answer to the fourth part, "That their Lordships would gladly receive any other information bearing on the subject," it may be stated that muriate of ammonia was used in the boilers of several of the river steam-boats, and partly so under the immediate superintendence of Dr. Ritterbandt. Its injurious action appears to have been much more rapidly developed in this class of boilers than in locomotive boilers, and its use much sooner given up by steam-boat engineers than by locomotive engineers.

In the absence of a water tank the salt was put into the pump, and thus was forced into the boilers in a highly concentrated state, diluted only by a few pumpfulls of Thames water more or less saturated with similar solvents.

The rectangular construction of these boilers, with their bottom rivetted seams, were also favourable for its act on, and the more so since the heat passes through these boilers to the water, and the steam globules rise from the plates d irectly, instead of from the tubes and fire-box, as in locomotive boilers. Some of the steamboat boilers have return tubular flues similar to locomotive flues, but the steam is chiefly generated in the fireplace division of the boilers where the corrosion took place.

In some cases the rivetted seams were forced asunder by the corrosion or rust and leakages ensued (where the plates were not very strong, being adapted for low-pressure steam only), and in others the iron stays of the flat sides of the boiler were corroded all round near the plates, as observed round projecting iron bolts in locomotive boilers.

The advocates of the salt urged that the leakages it caused was a proof of its efficacy in removing incrustations, and thus proving boilers otherwise unsafe, and I understand that at least one steam-boat boiler was placed "*hors de combat*" from the use of the muriate of ammonia, and proved too great an affinity for iron as well as for lime to be longer experimented with.

Its use in most of this class of boilers continued only a few months, but during several years in some of the locomotive boilers.

The greater concentrated strength of the diluted salt forced into the steam-boat boilers than into locomotive boilers, and the auxiliaries found in the Thames water, probably led to the rapid corrosion following the use of the salt in steam-boat boilers, and its speedy abandonment.

It may be mentioned that an experiment made by placing round a $\frac{5}{8}$th inch rod of iron some of the salt of muriate of ammonia, and leaving it there some time, shewed a greatly enlaged diameter, from the disentegration of the fibres of the iron by a virulent looking rust, but on each side of this part where the salt was applied the iron remained in its ordinary state.

This disintegrating action appears to be the cause of the leaky boiler and tender joints.

In another experiment, where zinc, copper, lead, and iron were immersed in a solution of the salt, as if on a boiler, the zinc disappeared and was precipitated on to the copper; the lead was also affected, and the cast iron pot in which the experiment was made was pitted worse than the sheet iron.

Here it is evident that galvanic action took place, and as zinc enters into the composition of the brass tubes, the slide valves, and gun metal pistons, the exciting acid might induce feeble galvanic action, as suggested by Professor Tyndall, but not sufficient in my opinion to have produced the deep corrosions; but if so, it was due to the exciting salt being introduced in considerable quantities from time to time amongst the water.

From what has been stated I am therefore of opinion that the chief cause of the corrosion observed in locomotive boilers is due to the use of muriate of ammonia in them, and that a fuller investigation of the subject is desirable.

I have, &c.

John Sewell,
Assoc. Inst. Civil Engineers.

The Secretary of the Railway Department,
Board of Trade.

Sir, *Belfast, June 25, 1855.*

I have the honour to acknowledge the receipt of your Circular of the 15th June touching the causes of explosion in locomotive engines.

The matter to which you refer has occupied a good deal of my attention, and I entirely concur in the observations and opinions of Col. Wynne and Professor Tyndall, as set forth in their reports.

I have often observed on examining the interior of boilers when re-tubing them, that the iron stays both in the boiler and fire-box have been very much corroded, and particularly so where the iron stays are inserted into the copper fire-box, clearly indicating a galvanic action between the two metals.

The only remedy that I could suggest to obviate these destructive effects would be to construct all the parts of the boiler and fire-box of one homogeneous material, say of copper. But I am somewhat shaken in this opinion when I consider that the boilers of stationary engines sometimes burst, although they are constructed of iron throughout.

I have long entertained an opinion that the bursting of steam engine boilers is not always caused by the pressure of steam, inasmuch as the boiler and engine are often blown to a considerable distance, and in one case a locomotive engine was blown through the roof of a shed and to a considerable distance, which the pressure of the steam alone could not have effected.

I think it probable that an explosive gas is generated in steam engine boilers by the decomposition of the water into its primitive elements, oxygen and hydrogen, either by galvanic action, or by the high pressure of the steam, but assuming this to be true, I am at a loss to account for the production of the electric spark that would ignite the gases.

I feel that I am writing upon a matter about which I know little, but the subject is of great importance, and I think it should be taken up by the Institution of Engineers, or any other body that could afford to investigate the matter by experiment and scientific research.

I have, &c.

Jno. Godwin.

Captain Galton, R.E.
&c. &c. &c.

SIR, *Belfast, June 27, 1855.*

REFERRING to my reply to your Circular on the subject of the explosion of steam-engine boilers, it has occurred to me that some light may be thrown on the causes of explosion by considering the changes that take place in boilers that have been long in use.

It is probable that the incrustation on the interior surface of boilers, and containing siliceous and earthy matters, may have the effect of converting the boiler into a species of Leyden jar, and if this be so, and the boiler become charged with explosive gases, as suggested in my letter to you, it is not difficult to account for the destructive explosions which occur from time to time, neither is it difficult to apply a remedy.

I have for several years entertained an opinion, that the causes of explosion do not arise from the pressure of steam, and if a well conducted series of experiments were made, I have no doubt but that they would verify my belief.

We don't know but that high-pressure steam may under certain conditions be explosive, and this could be easily ascertained.

I have, &c.,
JNO. GODWIN.

Capt. Galton, R.E.
&c. &c. &c.

BELFAST AND BALLYMENA RAILWAY.

SIR, *Belfast, June 20, 1855.*

I HAVE to acknowledge the receipt of your communication of the 15th instant, enclosing copies of two Reports on the subject of explosions of locomotive boilers, and as the Lords of Committee of Privy Council for Trade would be glad to receive information on the subject, particularly as to the existence of a corroding agency, I shall, on hearing from you, be happy to forward a portion of a feed pipe deeply pitted with indentations, apparently the effect of corrosive action. The situation of the feed pipe was outside the boiler, and not connected with the brass tubes in the boiler, and the indentations and corroding have taken place to such an extent as to reduce the iron to a mere shell, incapable of sustaining any steam pressure had such been applied, and I am induced to think there is a cause of corrosion in water itself, for which science has not yet furnished a means of prevention.

As the piece of iron I would wish to send for your inspection would weigh about four or five pounds, I should be glad to know by what conveyance I could send it. Would the Post Office take it free of charge not exceeding five pounds?

I have, &c.,
THOS. H. HIGGIN,
Secretary and General Manager.

To Capt. Douglas Galton, R.E.
&c. &c. &c.

EDINBURGH AND GLASGOW RAILWAY.

Secretary's Department, North Queen Street, Glasgow,
August 22, 1855.

SIR,

REFERRING to your letter of the 15th of June last, enclosing copies of two Reports on the subject of the explosions of boilers of locomotive engines, I now beg leave to send herewith a report thereon by our locomotive superintendent.

I am, &c.,
pro JOHN A. JAMIESON, *Secretary,*
C. MACGREGOR.

Captain Douglas Galton, R.E.,
Railway Department, Board of Trade, Whitehall.

(Enclosure.)

Edinburgh and Glasgow Railway, Locomotive Department,
Cowlairs, 20th August, 1855.

To the Lords of the Committee of the Railway Department of the Board of Trade.

MY LORDS,

A MINUTE of the Board of Directors of this Company was transmitted to me on the 19th June last, with copy of a circular which has been sent to them with a request to submit it to their locomotive engineer, with a view to obtain his opinion on the phenomena of the corrosion of the plates of locomotive engine boilers, and any other information which he may have gleaned from observation in the course of his experience, and transmit it to your Lordships.

These proceedings were instituted in consequence of the explosion of two loco. engine boilers, one on the Great Western and the other on the Greenock Railway, and copies were included of the report and inquiry into these explosions by Lieutenant Colonel Wynne, who was sent by your Board to investigate them, and if possible to trace out the causes, with a letter from Professor Tyndall (who accompanied Colonel Wynne) on the same subject, and also advancing the theory of electrical and galvanic agency in the boilers of loco. engines as accounting for these explosions, and agreeing with Colonel Wynne that the subject was one of the utmost importance and involved in much obscurity, and that no pains should be spared in thoroughly investigating it, and all the information possible elicited to endeavour to arrive at such a knowledge of the properties of corrosion in boilers, as to be able to provide a remedy against explosions for the future.

Appended to the circular are several questions as follows:—

"1st. Whether the existence of a corroding agent has been observed?"

A corroding agency has been observed in the boilers of the engines of this Company, as the plates under the tubes have after a lengthened period been invariably found eaten away, and presenting the same pitted appearance (but no rutting) as that described in Colonel Wynne's Report, so much so that they have had often to be replaced by new ones, entailing the expense of removing the tubes for that purpose although in good condition.

"2d. If so, to what cause it has been attributed?"

The water used in the boilers until lately was very bad, containing by analysis fifty grains of foreign matter in every imperial gallon, of which about twenty grains were sulphate, and twenty carbonate of lime. It has always been attributed to the oxidation produced by incrustation, as it was only observed on the lower parts of the boiler where the deposition was greatest to any extent, and very partial on the sides, although as near the tubes, whose existence from these causes seldom exceeded 50,000 miles.

"3d. Whether any means have been resorted to to counteract it?"

No means have been resorted to here to counteract it.

Being, therefore, from constant observation aware of the injurious effect of corrosion and consequent weakening of the boiler, and to guard against the possibility of accident, the boilers are subjected to a proof of double the working pressure by cold water as a measure of safety.

Were recourse had to this means of proving the strength of the boiler at certain periods, say annually, as corrosion is very slow in its work of destruction, it would guard against anything in the shape of explosions while we are so ignorant, as remarked by Professor Tyndal, "of what is going on in the interior of the boiler."

I have, &c.,
W. PATON.

THE GREAT NORTHERN RAILWAY.

Secretary's Office,
King's Cross Station, London, July 10, 1855.

SIR,

WITH reference to my letter of the 27th ult., I have now the pleasure to transmit enclosed copy of a report by Mr. Sturrock, the Company's locomotive engineer, giving replies to the enquiries made by your circular letter of the 15th ult., relating to the explosion of boilers of locomotive engines.

I have, &c.,
J. R. MOWATT, *Secretary.*

Captain Galton, R.E.,
Railway Department, Board of Trade.

(Enclosure.)

The Great Northern Railway, Locomotive Department,
Doncaster, July 2, 1855.

DEAR SIR,

I BEG to acknowledge the receipt of the Minute of the Board of the 26th instant, on a circular from the Railway Department of the Board of Trade relative to boiler explosions, and underneath to forward you replies to their queries, as requested.

I am, &c.,
(Signed) ARCH. STURROCK.

J. R. Mowatt, Esq., King's Cross.

REPLIES to Queries put by the Railway Department of the Board of Trade, in their Circular, dated the 15th June 1855, returned herewith.

Query No. 1.—I have never observed any longitudinal corrosion take place in a boiler, but I have, in engines which have their cylinders fixed to the tube plate, remarked a channel cut round close to the L iron next the smoke-box. I have also seen the same channel cut into the Great Northern Railway engines which have cylinders fixed to the framing, which framing is also fixed to the boiler, but this is not constant by any means in these engines.

Query No. 2.—This channel, cut across the boilers next the L iron of tube plate, has been principally attributed by me to the effect of the water acting upon the iron; the scale being constantly removed from the plate by the mechanical knuckle movement due to the cylinders being placed close to that part of the boiler (such movement being caused by the reciprocations of the piston), enabling the water to act with full power on the part laid bare. Many persons have surmised that the channel was cut by electric agency, but I think considerable doubts may be entertained of the accuracy of this assumption, as the effect is anything but constant. Indeed, it would appear, from the extreme capriciousness of this action, to be more attributable to mechanical than any other agency, and to be the results of the cylinders being fixed to the tube plate alone, or to their being more or less substantially fixed to the framing.

Query No. 3.—The boiler plates of the circular part of all the late engines of the Great Northern Railway have been increased from 3-8″ (the least thickness of the original engines, which is 1-16th thicker than those of the Actæon, though the barrels are less in diameter) to ½ inch, in the belief that this additional strength would allow for the largest amount of this particular sort of wear ever observed during the lifetime of a set of tubes to take place, and yet leave sufficient strength to resist the pressure used. When the tubes are taken out the plate is always renewed, if any wear be observed; and it is a common precaution to take out a few tubes of those engines, which have 3-8 plates, during the lifetime of the tubes, to detect any deterioration. The barrels of all the Great Northern Railway engines are likewise manufactured of six plates, bent transversely circular, and breaking joint longitudinally, which is a much stronger mode of making a boiler than that represented as having been the construction of the barrel of the Actæon.

(Signed) Arch. Sturrock.

GREAT NORTH OF SCOTLAND RAILWAY.

Sir, *Offices, 177, Union Street, Aberdeen, June 25, 1855.*

I have to acknowledge the receipt of your communication of the 15th current, and have now the pleasure of enclosing remarks by our Locomotive Superintendent, Mr. Ruthven, on the explosions of boilers in locomotive engines.

I have, &c,

Alex. Shirriffs, pro *Sec.*

Captain Galton, R.E.,
Railway Department, Board of Trade, Whitehall, London.

(Enclosure.)

Great North of Scotland Railway, Locomotive and Carriage Department,
Kittybrewster Station, June 23, 1855.

Dear Sir,

Having carefully perused the Report you sent me from the Board of Trade relative to the explosion of the locomotive boiler on the Great Western Railway, and, as requested, give a few remarks, the result of my observations and experience.

Question 1st.—I have long been aware of the existence of a corroding agency more or less defined in all boilers.

Question 2d.—About nine years ago my attention was particularly directed to the damaging effect of some corroding matter in locomotive boilers, and continuing my observations, I found that different kinds of water varied in extent of corrosive power, and knowing that a close approximation of brass to iron had a very detrimental effect upon the latter, particularly where saline matter was in contact, I attributed it, at that time, in a great measure to the effect of brass tubes in the boiler; but having carefully examined some of the ordinary boilers of stationary engines, and in particular one that gave way at Cokenzie, (about eleven miles from Edinburgh,) by the fire tube collapsing, and where no brass work was connected with the boiler, I found some of the plates very much pitted, and some of them, even those joined to each other, the one very much pitted and the other quite sound, and these sound plates were not renewals; all had been in the boiler for the same time. I have the conviction that the corroding agency to a greater or less extent exists in the water, and that its power is much greater on some kinds of iron than on others; no doubt, the chemical effects of the brass tubes, in some kinds of water, will assist the natural corroding power, but not to a great extent.

It would be desirable to have the water to be used in locomotive boilers analyzed, so that some contracting agency might be employed; and also, if experiments were made, to find out the best description of iron for withstanding the corroding power of the water while converting into steam; as several instances have come under my notice of the same water acting with greater or less effect on different kinds of iron, but I have not been able to attribute it to any decided cause.

Question 3d.—The only means which I have used, and as yet found highly successful, is to pay particular attention to have the boilers of working engines thoroughly washed out twice a week, or every 200 miles run, and if an engine is to stand in the shop more than one day, the boiler is thoroughly washed out before working, thereby counteracting the intensity of the corroding agencies.

I have made careful observations upon a number of locomotive boilers, and found those boilers which were regularly washed out once a week, were to a very great extent less acted on than those which were irregularly cleaned, perhaps, once a fortnight, and sometimes not for three or four weeks.

The Great North of Scotland Railway engines have only run from 15,000 to 20,000 miles each, and the boilers are as free from corrosion as when they came from the maker's hands.

I sincerely trust that the exertions of the Board of Trade will prove successful in obtaining sound information upon a subject of such vast importance.

I have, &c.,

J. F. Ruthven,
Locomotive Superintendent.

Robert Milne, Esq.

GREAT WESTERN RAILWAY.

Sir, *London Terminus, Paddington, August 2, 1855.*

I have been desired by the Directors to transmit to you the copy of a report recently recived from the Locomotive Superintendent of this Company, containing his opinions upon the matter which you were good enough to bring under their attention by letter to me, dated June 11.

Mr. Gooch was absent at that time from England, and has only recently returned from the continent.

I remain, &c.,

Charles A. Saunders, *Secretary.*

Captain Galton, R.E.
Board of Trade.

(Enclosure.)

Great Western Railway, Engineer's Office, Paddington,
July 25, 1855.

My dear Sir,

Since my return to England I have read the Report of Colonel Wynne, also the letter of Professor Tyndall, on the accident to the Actæon engine. I cannot agree with the conclusions they have come to, viz., that galvanic action produced by the brass tubes was the cause of the corrosion. If it was so, the effect would be more general over the whole surface than it now is. At present the corrosion is only in small blotches, the position of which seems to have no connection with the position of the tubes, and I believe it is entirely owing to some chemical property in the iron itself. The corrosion that takes place along the horizontal seam, only does so when the seam is made to lap with the top plate outside, leaving a ledge inside for the deposit to collect on. All our engines have for years been made to correct this defect, and very frequent examination is made of the old boilers at this part, by boring a small hole through the plate to see the thickness, and this is done without waiting for the tubes to come out. The groove that is formed round the bottom of the boiler, close to the tube plate, is entirely caused by the mechanical action of the power of the cylinders. I do not think the galvanic action in our boilers is of sufficient importance to do any harm, and this opinion is formed upon the fact that the waste or corrosion does not take place to any extent where the galvanic action ought to be the strongest.

I am, &c.,

(Signed) Daniel Gooch.

Charles A. Saunders, Esq.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

Sir, *Secretary's Office, London 26th June, 1855.*

I have now the honour to hand you, in reply to your communication of the 15th instant, a copy of a report from the locomotive engineer of this Company, detailing the results of his experience, as to the existence of a corroding agency in locomotive boilers, its cause, and the means of counteracting the same.

I am, &c.,

Fred. Slight,
Secretary.

The Secretary of the Railway Department,
Board of Trade.

(Enclosure.)

London, Brighton, and South Coast Railway Company.

Locomotive Department, June 19, 1855.

DEAR SIR,

HAVING received the circular issued by the Railway Department of the Board of Trade, and also two Reports on the subject of locomotive boiler explosions, one of which occurred on the Great Western Railway at Gloucester, and the other on the Caledonian Railway at Greenock, I beg to lay before you the result of my experience on the questions proposed, viz.:—

1st. Whether the existence of a corroding agency has been observed?

2d. If so, to what cause it has been attributed? And

3rd. Whether any means have been resorted to for counteracting it?

With reference to the first question, I have frequently seen in locomotive boilers that have been long in use, the appearance of corrosion similar to that described in the Reports. I have not observed that the "channels" or furrows have taken a longitudinal direction, as in the instances given by Colonel Wynne. I have often found old boilers "pitted" or "indented" more or less on the inner surface with corrosion, and in several instances I have discovered channels or furrows at the smoke-box end of the barrel of the boiler, extending nearly half way round, being generally deepest on the bottom side. I have also noticed the inside flat surfaces of the fire-box casing very much corroded and furrowed in boilers where iron stays have been used; this appearance is not found to anything approaching the same extent where copper stays are employed.

I attribute the channels or furrows I have described at the smoke-box end of the boilers to a mechanical action arising from the motion of the cylinders and the expansion and contraction of the boiler. I am strengthened in this opinion by never having had an instance of these channels forming in any other part of the barrel of the boiler (excepting on the outside, caused by some continued leakage). I also find that this is in a very great measure prevented by introducing a bracket for the framing to slide in, instead of fastening it to the smoke-box and fire-box casing; by this means the boiler is allowed freely to expand and contract without the tendency to tear asunder the plates.

With reference to the difference I have found in the degree of corrosion produced by iron and copper stays, I am unable satisfactorily to account for it; perhaps the cause pointed at by Professor Tindall may explain it.

With regard to the tubes for locomotive boilers, I certainly prefer brass to iron, as I find less corrosion in boilers where they are used. We have several boilers we are now re-tubing, which have hitherto had iron tubes in, and the boilers we find to be in a worse state than those which have run the same distance with brass tubes.

As to the degree of corrosion in steam boilers, a great deal depends on the quality of the water used. Not having given any attention to the experiments mentioned by Professor Tyndall at the close of his Report upon the mechanical power of water when freed from atmospheric air, I shall refrain from making any observations upon it further than I think it a subject worthy of consideration and experiment. It is, however, to my mind an improbable solution of the cause of boiler explosions, as an engine cannot remain either standing or in motion (with the steam in) for any length of time without a fresh supply of water in its natural state.

I have on several occasions tried various "patent compositions" for the prevention of corrosion in boilers, but have met with none to my satisfaction. I am of opinion that the best plan for this object is to keep the boilers clean by frequent washing, and, when new tubing, thoroughly to remove the scale and dirt which may have accumulated.

I am, &c.,

F. Slight, Esq., Secretary. (Signed) J. C. CRAVEN.

MIDLAND RAILWAY.

DEAR SIR,

Locomotive Department, Derby, June 21, 1855.

YOUR letter of 15th inst., with Colonel Wynne's Reports relative to the explosion of boilers of locomotive engines have been laid before the Directors of this Company.

I am desired to say in reply to your inquiries, there is no doubt of the fact that the interior of a locomotive boiler is subject to a corrosive action, the effects varying with the quality of the water used.

I am not acquainted with any means that have been resorted to for counteracting it, and am unable to suggest any alteration in the distribution of the existing materials that would be likely to prevent or retard the injurious effects to which boilers are subject.

I can only add that whenever opportunity offers, a careful inspection is made of the state of the boilers.

Yours truly,

Capt. D. Galton, R.E.,
Board of Trade, Whitehall, London.

W. KIRTLEY.

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RAILWAY ACCIDENTS.

BRISTOL AND EXETER RAILWAY.

Bristol and Exeter Railway.

Collision in the White Ball Tunnel.

Railway Department, Board of Trade,
Whitehall, November 9, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed copy of the report which they have received from their inspecting officer, upon the accident which occurred in the White Ball Tunnel, on the Bristol and Exeter Railway, on the 2d of October.

My Lords direct me to point out that this accident would not have occurred had adequate arrangements existed at this place, such as are in ordinary use for signalling trains through tunnels,—viz., that no train should be allowed to enter the tunnel until the preceding train has passed out of it; or were the traffic on the line worked by the electric telegraph in the manner pointed out by the circular letter from this Department of the 12th August 1854, under which the line would be divided into portions, no train would be allowed to enter one of the portions, until the preceding train had passed off that portion of line.

My Lords direct me to point out that an arrangement such as this, or some other equivalent one, is especially needed on the portion of railway in question, where a tunnel occurs upon a long incline of 1 in 80, or 1 in 90. They trust, therefore, that the Directors will take the matter into their serious consideration.

I have, &c.

Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Bristol and Exeter Railway Company.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, October 27, 1855.

Sir,

In accordance with your instructions of the 12th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred on the morning of the 2d October, in the White Ball Tunnel, on the Bristol and Exeter Railway.

The north mouth of this tunnel is situated about three miles south of Wellington Station, and with the exception of about 11 chains adjoining to the station, the line has a continuous ascent from Wellington to the summit level, which is 10 chains south of the south mouth of the tunnel; and for two out of the three miles the incline varies between 1 in 80 and 1 in 90. The tunnel is 1,080 yards in length, and it is on a gradient of 1 in 125.

It appears from the statements of the driver and guard, that the 9.0 p.m., down goods train from Bristol to Exeter left Wellington Station with 20 loaded trucks, at 2 a.m. on the 2d October; and when the train had got over about two miles of distance at the rate of 10 or 12 miles an hour, the speed fell off to four or five miles an hour, and the guard got down and walked alongside of the train until it reached the mouth of the tunnel, where the incline changes from 1 in 81 to 1 in 125, when he got on the step of the break-van and the speed gradually improved to 10 or 12 miles an hour by the time they had nearly reached the middle of the tunnel, when the guard heard another train enter the tunnel behind him, and he then jumped off, and went

Bristol and Exeter Railway.

Collision in the White Ball Tunnel.

back, but was not above 40 or 50 yards from his train before the other passed him and ran into the goods train, damaged the buffers of the engine and some of the carriages, knocked down the clerk travelling with the Post-office van, but fortunately did not injure any of the passengers.

The collision, according to the guard's statement, took place at 2.45, so that a distance of three and a half miles was accomplished in 45 minutes, and the average speed did not amount to five miles an hour.

The train which had thus ran into the goods train proved to be the down night mail, consisting of three carriages and three vans, which left Wellington at 2.36, and overtook the other in the tunnel at 2.48. The driver inquired of the policeman on duty at Wellington, and was told that the goods train had entered the tunnel, but he was not satisfied with that reply, and he particularly asked when it had left Wellington, and was informed that it had left at 2.7.

The policeman stated that when the wind was favourable, as it was on that night, they could from the station platform at Wellington continue to hear the beat of an engine from the time of its leaving Wellington to that of its entrance into the tunnel; that when goods trains were heavy they were divided at Wellington, and the driver first took on the advanced part, and after leaving it in a siding provided for the purpose, at the summit of the incline on the south side of the tunnel, returned to Wellington for the second part of the train, and that this was frequently done in 25 minutes; that on the morning of the 2d instant he continued to hear the beat of the engine of the goods train till 2.20, or for 13 minutes after it had left Wellington, and that he concluded it had then reached the tunnel, and accordingly told the driver of the mail train that it had done so; that he noticed that the beat of the goods engine was very slow when going up the bank, and that he thought the engine of the mail train had also beat slowly going up the same bank, but not so slow as the goods engine.

The night is said to have been calm, with a slight misty rain, and the driver of the mail train found the tunnel full of steam, which, it appears, is no uncommon occurrence, as there is no shaft for its ventilation; and he states that when he had got about one fourth of the way through the tunnel, he heard a voice call out "Hold on!" and saw a red light; that he immediately shut off his steam, reversed the engine, and set on the steam, but that he had not time to whistle for the guard's break before his engine struck the goods break van, and that he was travelling at the time about 20 miles an hour.

I see no reason for doubting the statement of the driver of the mail engine, but it is quite impossible to reconcile the statement of the policeman at Wellington Station with those of the driver and guard of the goods train. The engine is stated by the driver to have been in perfect order and blowing off steam, and the load not to have been greater than it could take up the incline; but they urged that it slipped a good deal from the state of the rails; and it appears to me that this train must either have entirely stopped when in the tunnel, or have advanced at such a rate up the incline as should have rendered it necessary for the guard to have gone back along the line for the purpose of protecting the tail of the train, as their acknowledgment of the time occupied travelling between Wellington Station and the spot at which the collision occurred is incompatible with the rate at which they consider the train proceeded; and I am obliged to conclude that the collision was caused by their mismanagement or neglect of duty.

I beg, however, to suggest that their Lordships should call the attention of the Directors of the Bristol and Exeter Railway Company to the necessity of establishing a "danger" signal at the north side of this tunnel, to be kept on until any down train that may have entered this tunnel shall have been signalled to be out of it on the south side, and thus to prevent two down trains being in the tunnel at one and the same time.

I am, &c.

W. Yolland,

Lieut.-Colonel Royal Engineers.

Captain Galton, R.E.,
&c. &c.

CHESTER AND HOLYHEAD RAILWAY.

Railway Department, Board of Trade,
Whitehall, December 22, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances attending the collision, which occurred on the 8th ultimo, between a passenger train and a goods train near Conway, upon the Chester and Holyhead Railway.

My Lords direct me to state, that they trust that the remarks of their inspecting officer will receive the careful consideration of the Directors of the Chester and Holyhead Railway Company.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Chester and Holyhead
Railway Company.

Railway Department, Board of Trade,
Whitehall, December 22, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances attending the collision, which occurred on the 8th ultimo, between a passenger train and a goods train near Conway, upon the Chester and Holyhead Railway.

My Lords direct me to call the especial attention of the Committee of Management of the Chester Joint Station to the observations of their inspecting officer, as to the fact of an inexperienced man having been sent as guard with the goods train which caused the accident.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Committee of Management
of the Chester Joint Station.

Railway Department, Board of Trade,
Whitehall, December 22, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances attending the collision which occurred, on the 8th ultimo, between a passenger train and a goods train near Conway, upon the Chester and Holyhead Railway.

My Lords direct me to call the especial attention of the Directors of the London and North Western Railway Company to the remarks of the inspecting officer, upon the great length of time during which the engine driver of the train was on duty.

It has been the duty of my Lords, on a former occasion, to bring the subject of the overworking of engine drivers to the notice of the Directors of the London and North Western Railway Company; and their Lordships trust they will now take steps to prevent a recurrence of a practice so calculated to prevent this class of men from being able to exercise a due amount of vigilance.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
London and North Western
Railway Company.

Chester and Holyhead Railway.

(Enclosure.)

Railway Department, Board of Trade.
Whitehall, December 4, 1855.

Collision near Conway.

SIR,

IN compliance with the instructions contained in your letter of the 10th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 8th ultimo, near the Conway Station of the Chester and Holyhead Railway.

The Conway Station is most awkwardly placed, in a confined situation, and on a series of curves; and the view along the line, on either side of it, is intercepted by bridges and the walls of the town.

At each end of the station there is a signalman for its protection, and the man on duty towards the east is provided with a station signal at his box, and two distant signals, which are worked simultaneously, by one lever. One of these latter signals is visible from the lever, but the other, which is beyond the Conway Tubular Bridge, is not so; and this last,—the only one to which I shall have occasion to refer,—is 500 yards from the station platform. Being at the mouth of the tubes, it is more or less eclipsed by the steam which emerges from them, after the passage of an engine or train in either direction.

There is a cross-over road, a quarter of a mile to the east of this distant signal, and from thence the line curves, on a radius of 40 chains, towards a cutting, called the Tallsand Cutting, which prevents the driver of an approaching train from seeing anything on the line at the cross-over road, from a greater distance than half a mile. The gradient is level from the cutting to the cross-over road, and rises 1 in 115, from thence to the tubes.

A special train, composed of 2 engines and tenders, 50 empty cattle waggons, 3 loaded coke waggons, one loaded goods waggon, and a van, left Chester for Holyhead at 9.50 A.M. on the 8th ultimo. In approaching the Conway tube, at 5 minutes to 12, the drivers found the distant signal at danger, and brought their train to a stand. They then started again, and, finding the distant signal at the station side of the tube also at danger, they stopped once more. They then "roped" some waggons, which had been left by a previous goods train, into a siding; and, after they had been standing about five minutes, they were ordered by the goods manager to shunt out of the way of the passenger train. They accordingly shunted over towards the up main line, because there was no room for the train in any siding; and the driver of the second engine observed, as his rear waggons came out of the tube, that the van was not with them.

He reported this circumstance to the goods manager, and the train was stopped, and a porter and a fireman were sent back through the tube, to look after the van and any of the waggons that might have become detached.

The breaksman of the special cattle train was an inexperienced youth of 19 years of age, and he denies that his train stopped at all at the signals, though the other evidence leaves no doubt on this point. This man states that as he was approaching the Conway Tube, at the rate of 5 or 6 miles an hour, the drawbar of No. 2,440 London and North Western Company's sheep waggon gave way, which caused the van, and one loaded and five empty waggons, to become detached from the train. He adds that he then put down the lever of the break of his van, and proceeded as far as he could to the rear, for the purpose of stopping any train that might be following. According to his own account, he had got back as nearly as possible a quarter of a mile, when he saw a passenger train half a mile off, approaching him at the rate of 15 miles an hour; and he was still running back when it passed him, very soon afterwards, at about the same rate.

This passenger train, which left Chester at 10.40 A.M., and consisted of an engine and tender, three carriages, and a van, came into collision with the van of the cattle train at the points of the cross-over road, to which I have previously alluded as being a quarter of a mile to the east of the distant signal, at the rate of about 15 miles an hour. The end of the van was knocked in, and three of the waggons were thrown off the line, and were more or less damaged. The guard of the passenger train, and three of the passengers, were unfortunately injured.

The passenger driver has been 17 years in the service of the London and North Western Company (by whom locomotive power is furnished on the Chester and Holyhead Railway), and he has been employed on the latter line

ever since it was opened, 7½ years ago. He left Chester 10 minutes late, having been kept waiting at that station for the arrival of the train from Birkenhead, and the starting of the train for Shrewsbury. He had made up 4 minutes between Chester and Rhyl.

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He states that he passed through the cutting, which is three quarters of a mile to the east of the tube, at the rate of 35 miles an hour, his usual speed, that he could not see the signal at the tube, but that he saw the waggons on the line, though he was not aware that they were on his line of rails till he was within 400 yards of them. He then did his best to pull up, but could not, of course, avoid the collision that followed.

I do not see any reason to attach blame to this driver. He had run this train every third day for 18 months, and had never been stopped at that point before. He was only allowed 4 minutes longer between Rhyl and Conway than the express, and he had in that time two additional stations to stop at, so that he was timed to travel quite at express speed. He was a few minutes behind time, and he was competing for a premium which is annually given to those drivers who keep the best time on the road. He might well have expected that the waggons which he saw between him and the tube were either on the up line or in a siding which is close to this spot, though he could not, on account of the curve, see what was their position; and it was, indeed, very unlikely that they should have been thus left in his way. He was probably travelling at even a greater speed than that which he names, and he and his fireman agree, that the breaksman of the cattle train must have gone back but a very short distance, as, when they jumped off the engine, immediately after the collision, he was close to them.

The evidence of the guard of the passenger train does not throw much light upon the subject. This man was sorting his letters and parcels for Conway, when he heard the driver whistling for the breaks; but as soon as he had screwed on his break he was knocked down, and he did not recover his consciousness until all the passengers had got out.

The breaksman of the special cattle train does not account at all satisfactorily for his movements. I was given to understand by others, that when his van and the six waggons that were with it, first became detached, he ran forward with the idea of stopping his train and getting them attached to it; and then, having seen the passenger train approaching, that he returned, and ran back to stop it. This is more likely to be true, than the confused account which he gave me of his proceedings. But, in any case, this man himself cannot be justly found fault with. He is, as I have before stated, 19 years of age, and is a shunter employed under the goods foreman at the general station at Chester, where he has been for 18 months. He had never been by himself with so large a train before; and the extent of his experience comprises one previous trip on the Chester and Holyhead line, with a train of the same description, and ten or twelve on the London and North Western Railway to Rugby or Crewe. He was *in charge* of this large train, but he knew nothing of the running of the trains on the line, and nothing about the regulations of the Company. He had not been provided with a watch, a time-table, or a book of rules.

The circumstances under which this helpless individual was sent in charge of the empty cattle train, are these:—The Chester General Station is the property of four Companies—the London and North Western, the Great Western, the Chester and Holyhead, and the Birkenhead, Lancashire, and Cheshire Junction;—and they all expect to be furnished,—from the staff of the general station,—with guards and breaksmen for extra trains, when such are required. The manager of the general station states that some of his men are provided with rule books, and are required to read them, in order that they may be prepared for such duties; but that during the week in which this collision occurred he had fourteen different men out—nine for the London and North Western Company and five for the Chester and Holyhead Company; and that this breaksman would not have been sent, but for the necessity of the case.

The Chester and Holyhead Company have two extra breaksmen, one at Chester, and one at Holyhead, and they apply for any others that they may want, to the General Station at Chester, the manager being furnished with copies of the regulations and time-tables of the Company, to give to such men. These regulations and time-tables, however, are but of little use to a man sent suddenly off to act as breaksman to a train on a strange railway, and the collision

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would probably not have been prevented by these accessories on the occasion in question, though they are very necessary and very useful for habitual reference, in the hands of more experienced men.

A more efficient breaksman might probably have prevented this collision, by proceeding at once to the rear, and warning the driver of the passenger train of his danger. This train was a particularly light one, and that there was time for the breaksman to have gone a considerable distance to the rear of the van, appears probable from the statement of the Chester and Holyhead Company's goods agent. This officer heard from the fireman of the cattle train, when he was on the Conway side of the tube, that some waggons had got loose. He therefore, went to "get them up," because he knew that the passenger train was due. He proceeded through the tube for this purpose, and when he arrived at the other side of it, he saw the waggons on the line, and the passenger train just clear of the Tallsand cutting.

It is at all events far from desirable, and most unsafe, to trust a train of this nature to so inexperienced a breaksman, and it seems to be a wrong principle to furnish from one set of men at the General Station at Chester, guards and breaksmen for four different Companies. To provide the greatest chance of safety and good service in cases of contingency, it is necessary to employ for duties of this description, men well acquainted with the line on which they are travelling, and thoroughly cognizant of the running of the trains and the regulations and practice of the Company; whereas, if men are reserved for occasional employment on four different lines of railway, they must necessarily be longer in obtaining the amount of experience which it is desirable that they should possess, in order to enable them to do their duties safely and satisfactorily, on each of those lines, than if the several Companies maintained, respectively, a sufficient staff of spare men for their own requirements. In the present instance, an inefficient man was sent on an important duty, because the manager of the General Station had not a better servant to spare; and as this appears to have been a natural result of the system in force, and is therefore likely to occur again, perhaps their Lordships may consider it desirable to draw the attention of the Companies owning the Chester Station to the subject, with a view to the improvement of their arrangements.

The next point to which it becomes my duty to direct attention, in reference to this accident, is one of at least equal importance, though it did not, fortunately, lead to any bad consequences, on the occasion in question.

It appears that the drivers of the two engines which were attached to the empty cattle train, had left Holyhead at 4.30 on the evening of the 7th ultimo, had reached Crewe at 1 o'clock on the following morning, had remained there in the engine room waiting for orders until 5 o'clock, had then started on their return journey at 5.30, and that they met with this accident at Conway soon after noon on the 8th. They got back to Holyhead at 4.30 P.M., just 24 hours after they left it; and even if this accident had not delayed them, they would have returned only about two hours sooner.

As they came on duty at Holyhead at 4 o'clock on the previous afternoon, they would thus, even if no accident had occurred, have been on duty for between 22 and 23 hours; and, deducting the hours that they were waiting for orders or attending to their engines at the extreme stations, they would have been actually on the road between 17 and 18 hours. But this was no mere exceptional case, in which a combination of circumstances rendered it desirable to overwork the men. It appears to be an average specimen of the system in force.

One of the drivers—a man who has been 10½ years in the service of the London and North Western Company—stated, in reply to my questions: "That was not a long night's work; it was just the usual thing. I often take "these cattle trains to Crewe. When we go to Crewe, it is generally 24 hours "before we can get back again; what with shunting, and delays on the road "from other trains, and shunting in the goods yard at Chester. If we have a "good run, we can do it in 16 or 18 hours. I have done it in 15 or 16, but "then I should have stopped at Crewe not more than an hour. It is a long "time since I did it in so short a time. Twelve hours a day are supposed to "be our regular hours. I do this extra work with the cattle trains, sometimes "twice a week, and sometimes once a week."

Their own safety, as well as that of the public, depends, in some cases, entirely upon the vigilance which these men maintain when travelling on the

line, and upon the judgment that they exercise in critical cases. It is hardly necessary to point out, that, towards the end of 24 hours of any description of duty, and after 16 hours on an engine, any man, however hardy, however zealous, and with however great a desire to exercise judgment and caution, must be unfit to be trusted habitually with duties, so important as those of a driver. This system cannot be economical, the men must be prematurely worn out, and the public safety is continually endangered; and I am confident, therefore, that the Directors of the London and North Western Company will be glad to have the above circumstances brought under their notice, and to be afforded the opportunity of putting a stop to so unsatisfactory a practice as is thus shown to exist.

It will be remembered, that the empty cattle train was stopped by the signals at the Conway tube, in consequence of a goods train having been in the station yard. This was the 7.25 A.M. train from Chester, which was 38 minutes late in arriving at Conway, principally on account of an unavoidable detention at the Foryd swing bridge, near Rhyl. When the driver had done his shunting at Conway, and was about to move three waggons, which he had left on the up main line, into a siding, he received a signal from a porter and one of the drivers of the cattle train, which intimated to him that he was to go on, and that they would attend to his waggons. These waggons were then dragged into the up-line siding by the cattle train engines, by means of a tail-rope; and the cattle train was, as before stated, shunting to the up main line, to allow the down passenger train to pass, when the drivers found that they had lost some of their waggons.

From the want of sufficient siding accommodation, it appears to be a constant practice to shunt trains from one main line to the other, at Conway; and as there is great difficulty in obtaining the required increase to the sidings within the station yard, it would appear to be desirable that additional lines should be laid outside the tubes. At present, these would be unprotected by signals; but under the arrangements which I am now about to propose for the consideration of the Directors of the Company, this disadvantage will no longer exist.

Not far from the scene of this accident, there is a short branch leading to a mineral wharf, the junction of which with the main line, is unprotected by signals. When on the spot, I observed a train shunting at this junction, and that the only precaution taken to warn any approaching train, was the sending out of a porter with a red flag between 400 and 500 yards up the line, so that in the clearest weather, he could not be seen from the direction of the Tallsand cutting for a greater distance than half a mile from the point of danger, and a little more than 400 yards from himself.

The mineral junction is, therefore, insufficiently protected, both as to the nature and the extent of the precautions which are at present available, and if it continues to be used, proper signals ought to be provided, which would answer equally well for the protection of the approach to the station. The distant signal now in use outside the tube, cannot be seen by the man who works it, and if anything were to happen to the wire communication through the tube, or to the signal itself, the first intimation that the signalman would receive of it might, quite possibly, be some accident or collision in the station yard. I would therefore recommend, for the consideration of the Directors, that a signalman and proper signals should be established at this junction; and that the man thus posted should be supplied with means of communication, by a telegraph wire, with the signalman in the station yard, so that he might apprise the latter when the line was clear for trains to come out, or the contrary, and that the station signalman might direct him as to the admission of trains, through the tube, and into the station.

Amongst the causes that have combined to produce this accident, I may now enumerate;—

1st. The failure of the draw-bar of No. 2240, London and North Western sheep waggon; and,

2d. The inefficiency and inexperience of the breaksman in charge of the empty cattle train.

Two evils of system have been disclosed in the course of the investigation, namely,—

1st. The habitual and excessive overworking of the London and North Western Company's engine drivers with the cattle trains, between Holyhead and the south.

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2d. The faulty method of supplying extra guards and breaksmen from the staff of the General Station at Chester to four different railway companies, and for a still greater number of different lines.

And the recommendations that I have therefore been induced to offer may be briefly summed up as follows,—

1st. That permanent signals should be supplied at the mineral junction, between the Conway tubes and the Talisand cutting, and that a signalman should be stationed at that point, and provided with telegraphic communication with the policeman at the station.

2d. That the Chester and Holyhead Company should keep up a sufficient supply of spare guards and breaksmen for their own use, instead of drawing upon the General Station for them, and depending upon the officers of that station for the efficiency of the men to be placed in charge of their trains.

3d. That the London and North Western Company should take means to prevent their drivers from being so unjustifiably overworked.

4th. Either that the siding accommodation at Conway should be increased, or that other means should be adopted to prevent trains from shunting from one main line to the other at that station.

As I understand that the Chester and Holyhead Railway is to be transferred before long into the hands of the London and North Western Company, I think it right to mention this circumstance for their Lordships' information, as it may possibly have some influence upon the recommendations which their Lordships may consider it right to make in reference to this accident.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Chester and Holyhead Railway, Secretary's Office
Chester, December 26, 1855.

Sir,

I have to acknowledge receipt of your communication of the 22d inst., enclosing copy of Captain Tyler's report on the late collision on this railway, near Conway Station, and will take the earliest opportunity of bringing the subject before my Directors.

I am, &c.

Captain Galton, R.E.
&c. &c.

Robert S. Mansel,
Secretary.

General Railway Station, Chester,
Manager's Office, January 8, 1856.

Sir,

I have to apologize for not sooner acknowledging the receipt of your letter of the 22d December 1855, and its enclosure. I am much obliged by it, and will lay it before my Committee when they next meet.

I am, &c.

Captain Galton, R.E.
&c. &c.

R. L. Jones,
Manager.

EASTERN COUNTIES RAILWAY.

Eastern Counties Railway.

Collision near Bow Junction.

Railway Department, Board of Trade,
Whitehall, October 6, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into and report upon the circumstances connected with the collision which occurred on the 21st of August last, near Bow Junction, upon the Eastern Counties Railway.

It would appear from this report, that while the Directors have established a system of telegraphic communication on a part of the line, with the view of preventing two trains following each other from being at any one time upon the same portion of railway, they have neglected to lay down adequate instructions for the guidance of the men employed to work the instruments. It

would also appear that an important alteration in the mode of working the telegraph introduced by the signalmen has been in operation for some time, of which the superintendent was not cognizant.

My Lords direct me to point out, that whilst on the one hand the use of the electric telegraph will afford almost complete security against collision between trains following each other, upon the same line, if a sound system of working be adhered to; yet, that on the other hand, great elements of danger are introduced if the system of working be lax or defective; and they trust, therefore, that the Directors will cause the system at present pursued to be revised without delay.

The inspecting officer further remarks upon—

1st. The defective arrangements at Stratford, for telling off men for particular duty;

2d. The fact of the train having been despatched without proper lights; and,

3rd, the fact that omissions in telegraphing trains were not reported by the station-master at that station.

My Lords direct me to observe, that irregularities of this nature evince a want of discipline and of proper superintendence on the part of the superior officers of the Company, which if allowed to continue, cannot fail to prove a source of accident; and they therefore trust that the careful consideration of the Directors will be given to this subject.

My Lords further direct me to draw the attention of the Directors to the recommendations of the inspecting officer, as to the desirability of altering the position of the handles for working the signals at Bow Junction.

I am, &c.

The Secretary to the Eastern Counties Railway Company.

Douglas Galton.
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade
1, Parliament Street, September 17, 1855.

Sir,

In compliance with the instructions contained in your letter of the 24th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred on the 21st August, near Bow Junction, on the Eastern Counties Railway.

It appears that an up Tilbury passenger train, consisting of three carriages, which left Stratford for London at 9.45 p.m., or 30m. late, came to a stand-still, in consequence of the failure of one of the valves that regulates the supply of water from the tender to the boiler, after passing the Bow Junction, the tail of the train being inside the distant signal worked from the telegraphic signal box at Devonshire Street; and whilst the driver and fireman were occupied in disconnecting the feed-pipe, the 9.20 p.m. train from Woolwich to London, consisting of five carriages, came up and ran into the Tilbury train. Little damage was done to the rolling stock, but about 35 persons received contusions or bruises, or were more or less shaken by the collision, but, fortunately, none appear to have been seriously hurt.

The traffic on the Eastern Counties Railway between Stratford and London is very considerable, comprising about 141 up and 137 down trains daily, and it is entirely worked by means of the electric telegraph; the line being divided into districts, each district being provided with a telegraphic needle instrument of the ordinary kind for communicating in either direction, but without an alarum or bell for calling the attention of the signalmen, and the necessary semaphore and distant signals; the signalman at the extremity of each district being directed not to permit a train to pass his semaphore signal until he had received notice through the telegraph from the signal station in advance, that the preceding train had travelled over the intervening space. The system of telegraphic communication has been many years in operation on the line, and no alterations have been made to it, since the present superintendent took charge, somewhere about the beginning of the present year.

As soon as the Tilbury train had stopped, the acting guard, who joined and took charge of the train at Stratford, got out of his van and went forward, and asked the driver to let him have a hand lamp, as he had not been able to procure one for himself when he was leaving Stratford, in consequence of being

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sent off at a moments notice; and having obtained a lamp from off the engine, he ran back on the line, but had not proceeded more than 40 yards when the Woolwich train passed him. The Tilbury train was provided with head and tail, but no side lamps, owing to inefficient arrangements at Stratford, and the last carriage stood about 80 yards west, or inside the Devonshire Street distant signal, which is 600 yards from the signal box. The distant signal denoted "all right," and the semaphore signal at the box stood at "caution," in the usual manner for a train to pass; but the driver of the Tilbury train did not inform the signalman at Devonshire Street that his train had broken down, and as the signalman was not aware that the Tilbury train stood within the distant signal, the latter was not turned to "danger," to protect the train.

When the Woolwich train approached Bow Junction from Stratford, the driver found the "danger" signal against him, and he had brought his train to a stand-still, or at all events almost to rest, when the signalman at Bow directed him to go on, and he was not aware of anything being wrong, until he saw the reflection of the fire of the engine of the Tilbury train on the road, the engine having no ash-box, and this reflection he described as brighter than the tail lamp; whereupon he took the usual measures for stopping his own train, by applying the breaks and reversing his engine, but was unable to do so, before he ran into the Tilbury train, whilst travelling about 10 miles an hour.

The distance between Bow Junction and and Devonshire Street signal-box is about $1\frac{1}{8}$ mile. The statements of the two signalmen at these stations are to the following effect.

The man at Bow Junction says, that he called to Devonshire Street by the telegraph when the Tilbury train was approaching, and Devonshire Street answered that the line was "clear," and the train passed Bow Junction about 9.49. p.m. About 3 minutes afterwards, the Woolwich train came up, and he stopped it by signal, because he thought there had not been time for the Tilbury train to reach Devonshire Street, and the signalmen make it a rule not to call each other at a less interval than 3 minutes after the passage of a train. When the Woolwich train had nearly stopped, he called to Devonshire Street and got for an answer "clear," and then he lowered the signal and allowed the Woolwich train to proceed: that he stopped the next train at about 9.55. and called Devonshire Street again, and was answered "stop:" that he does not remember whether Devonshire Street asked him any question between 9.49 and 9.55: that he was made aware of the accident, when the guard of the Tilbury train came back to Bow about 9.57, and that he did not receive the "called before" signal from Devonshire Street between the time when the Tilbury train passed and 9.57.

The man at Devonshire Street says, that "somewhere about 10 o'clock," Bow Junction called to him, and he answered "clear:" that about five minutes afterwards Bow called again and he (the signalman) knocked the needle over, and blocked it at "stop:" that he did not call Bow Junction during this five minutes interval, and that as soon as he had given Bow "stop," he went outside his box to ascertain if he could see anything on the road: that when he got back to his box, Bow was still calling: this was about 10 minutes from the first call: that he then went out of his signal-box again, and in about one minute after he had got out, he saw the green head-light of the Woolwich train coming round a curve, the east side of the canal bridge, and heard a whistle for the guard's break, and a second or two afterwards, heard a collision take place, whereupon he put up his distant signal:. that he had not seen the Tilbury train standing on the road, and does not think it had any head-light, but although he was relieved some time after, he did not go to the spot at which the collision had occurred to ascertain the fact, or to see what had happened. He also states that the train for which he had answered "clear" had not passed his box: that he never used the "called before" signal, and did not understand it, but that he had seen some of the other signalmen use it. He "thinks he told Gilbert," the man who relieved him, that he had given the "called before" signal to Bow. This man's evidence appeared very indefinite and unsatisfactory.

Although there are very remarkable discrepancies between these two statements, still it is evident that the cause of the collision was an error in the transmission or receipt of a telegraphic message between Devonshire Street and Bow Junction: it is therefore important to ascertain whether such error

has resulted from the inattention of the signalmen, or if it has been the almost inevitable consequence of a defective system of communicating by telegraph. I should observe, that as there are three lines of rail at Bow Junction, one of the semaphore signal-posts and the handle for raising its arms are placed on the north side, whilst the other semaphore signal and the box are on the south side of the railway; so that the signalman has to quit his box, and to cross the line, whenever he has occasion to alter the signals on the north semaphore.

As I have already stated, the telegraphic instruments are of the ordinary construction, but two small plates with the words "stop" and "clear" have been affixed to the face of the plate, superseding the use of the ordinary telegraphic alphabet. The only instructions issued for the guidance of the signalmen direct that "before any train or engine" "is permitted to leave or pass a station, the signalman must ascertain whether the preceding train has passed the next station, and if the line is clear, which will be effected as follows:—

"362. The telegraph call must be made, and if the line is unobstructed, and the preceding train has passed, the man at the next station will reply by pointing the needle to the word 'clear' on the dial. If the line is obstructed, the reply will be 'stop,' and until the reply 'clear' is received from the next station, the train must not be allowed to proceed."

No instructions are given as to the manner in which the "telegraph call" is to be made, and no precautions have been taken, by which it is made certain that the signal given at A station, is correctly understood at B station, the principle of the repetition of all signals not having been adopted in the system followed on the Eastern Counties Railway; and hence the safety of the public on this line has been for years mainly dependent on the quickness and correctness of apprehension displayed by the signalmen. But it is said that they have for their own convenience for more than two years made use of what is termed the "called before" signal, which requires the needle to be twice moved to "stop," then once to "clear," and then again to "stop;" and as it is tolerably certain from the evidence, that the signalman at Devonshire Street stated to another signalman just after the collision occurred, that he *had* made use of the "called before" signal to the man at Bow, whilst he asserted to me that he did not understand the signal, I am not surprised that a mistake should have occurred, and that the signal for the Woolwich train to go forward, should have been given by the signalman at Bow. It is submitted, that although this "called before" signal has been so long in use on the line, there is no reason to suppose that it was ever brought to the cognizance of the superintendent of the Company; but I cannot but remark that if such a practice has been upwards of two years in operation, it is very singular that it should so long have escaped the scrutiny of a vigilant superintendence.

In examining the subject of working an extensive and quickly following traffic by means of the electric telegraph, I have, by the permission of the superintendents, had the advantage of seeing the manner in which it is conducted on the Great Northern Railway, and also on the South Eastern Railway. The systems followed are essentially different, but they agree in one respect as to the absolute necessity of repeating every signal that is given, to prevent any misunderstanding in the reading of a message. On the Great Northern, the attention of the signalman is called by the sound of an alarum or bell, and as soon as this has been acknowledged, the signal is given and repeated. Two instruments are made use of, one for passenger, and the other for mineral trains. On the South Eastern three different methods are in operation or under trial. At London Bridge Station, and for a short distance down the line, the whole is managed by an electric alarum or bell; no needle is exhibited, but every signal is repeated. At New Cross Station there is an ordinary telegraphic instrument with an electric alarum, and a new apparatus combining an alarum and an indicator, the latter, as well as the alarum, being moved and sounded by the distant station, where a fac-simile of the instrument exhibits the actual state of the up and down line.

From the very cursory examination I was able to give these different systems, I am inclined to prefer that which appeals to the two senses of hearing and sight, supposing that there are no peculiar difficulties in the construction of the instruments, such as would render them peculiarly liable to get out of order.

It appeared to me that the station-master's arrangements at Stratford were very defective. By an understanding with the London, Southend, and

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Tilbury Company, it was settled that the departure of what is termed the Margate train should be telegraphed from Thames Haven to Stratford, to enable the station-master there to make the necessary changes with respect to the guards going on from Stratford, where the train is divided into two parts, one of which proceeds to Fenchurch Street, and the other to Bishopsgate Street Station. These telegraphic communications are entered in a book at Stratford, but no message could be traced as having been received on the 21st ultimo, regarding the Margate train; but I am informed that it is stated that it was transmitted from Thames Haven, but as no record of it was kept, there is no proof. No report of this neglect of duty was made by the station-master; who, further omitted to appoint a guard for the Tilbury train, and the inspector was obliged to appoint an acting guard at a moment's notice, who had to leave before he could procure a hand lamp; and the train was sent off without side lamps.

Taking the whole of the circumstances connected with this accident into consideration, I would beg to suggest that their Lordships should recommend the Directors of the Eastern Counties Railway to give their special attention to the following subjects:—

1. That their telegraphic system should be throughly revised and perfected, by attaching a call-bell to each instrument; by directing that all calls and signals should be repeated from the station to which they are transmitted, so as to insure their being correctly understood before a train is permitted to pass; that the time at which all trains leave or pass a signal-box, should be registered.

2. That the handles of the signals, both semaphore and distant, should all be brought under the roofs of the signal-boxes, so that the signal men need not leave their boxes to attend to them.

3. To the very defective arrangements at Stratford, as regards the telling off men for particular duty, the sending off trains without the proper lights, and the neglect in not reporting irregularities with reference to the telegraphing the Margate trains from Thames Haven.

4. To the state of the discipline on the line.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lieut.-Col. Royal Engineers.

Accident at the Park Station.

Accident at the Park Station.

Railway Department, Board of Trade,
Whitehall, November 14, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report made by Lieut.-Colonel Yolland, R.E., the officer appointed by their Lordships to inspect the platform at the Park Station, where an accident occurred to Mr. Jebson on the 9th September last.

My Lords will be glad to be informed when the alteration shall have been made in the width of the platform which is stated to be in contemplation by the Company.

I am, &c.

The Secretary of the
Eastern Counties Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
2, Parliament Street, November 13, 1855.

Sir,

In compliance with the instructions of the 1st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident to Mr. Jebson on the 9th September, at the Park Station of the Eastern Counties Railway.

Mr. Jebson accompanied a friend to the Park Station a little after 10 p.m. on the 9th September, and having seen him seated in the carriage of an up train,

Eastern Counties Railway.

Accident at the Park Station.

he attributes "the accident to the circumstance of the handle of one of the "carriages getting caught in his coat while leaning over to take leave of his "friend, the train moving on, dragged him along and he fell off the platform;" whilst one of the railway porters states, that Mr. Jebson was walking at the edge of the platform, from the south towards the north, having the train on his left hand, when he missed his footing, and fell in the opening between two carriages at the side of the platform, just as the train was put in motion; and that he was carried by the train for about ten yards, when his *right* foot got on the rail, and some of the wheels of the carriages passed over it, and three of his toes were so much crushed, as to necessitate their being subsequently taken off.

It is stated that the platform was properly lit up, and that there was no crowd, but that a few passengers might have got out at the station. It does not, however, appear that the narrowness of the platform had anything to do with the accident.

That portion of the platform where the accident occurred was erected to accommodate a very limited passenger traffic when the line was first made. It is 77 feet long by 4 feet 7½ inches deep, but that depth is diminished to 3 feet 6 inches by a seat placed at the back for the greater portion of this length, and at intervals it is further lessened by upright posts, which support a sloping roof put up as a protection from the weather. Opposite these posts the width is 2 feet 11½ inches.

As the traffic at this station increased, the Railway Company added an open platform of 190 feet in length and 6 feet 6 inches deep, and sufficient provision for the convenience of the present amount of passenger traffic will, in my opinion, be afforded, when the Company shall have made the covered part of the platform of the same width as the open platform (6 feet 6 inches), and which alteration, I was informed, had already been directed to be carried into effect.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lieut.-Colonel Royal Engineers.

Collision near the Bishopsgate Station.

Collision near Bishopsgate Station.

Railway Department, Board of Trade,
Whitehall, November 28, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Eastern Counties Railway Company, the enclosed copy of the report of the officer appointed by their Lordships to inquire into the circumstances which attended a collision that occurred on the 3d instant, near the Bishopsgate station on the Eastern Counties Railway.

I am, &c.

The Secretary of the
Eastern Counties Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
2 Parliament Street, November 23, 1855.

Sir,

In obedience to the instructions contained in your letter of the 9th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending the collision, which occurred on the 3d November, between Brick Lane and Bishopsgate Station of the Eastern Counties Railway.

Brick Lane telegraph box and signal is 731 yards from the end of the arrival platform at Bishopsgate Station, and the up traffic between these places is regulated by a telegraphic box and signal, termed the *Middle* signal at 348 yards from the end of the platform, and by an *Inner* signal contiguous to the platform, with a distant signal worked from the same point, which distant signal is exhibited within a few yards of the middle signal, and serves to guide the middle signal man in foggy weather, in allowing up trains to pass his box. The up traffic between Brick Lane and the middle signal, is entirely regulated by the

Eastern Counties Railway.

Collision near the Bishopsgate Station.

electric telegraph, but between the middle and inner signals it is worked solely by the four-armed *Inner* signal, and the distant signal.

At 8h. 32m. on the morning of the 3d November a pilot engine had taken 18 or 20 goods trucks out of a siding situated between the *Middle* and *Inner* signals, and lying on the south side of the up line, and was in the act of crossing over from the up to the down line, when the 7h. 20m. a.m. up train from Hertford, due at 8h. 35m. a.m., came in, passed the *Middle* signal, which stood at "danger," and ran into the fourth truck from the pilot engine, 22 yards beyond the middle signal causing a very slight collision, and knocking the two hind wheels of the truck off the rails; none of the passengers were hurt.

The *Middle* signalman states that when he was asked by Brick Lane signalman by telegraph, he replied that the line was clear up to his box: that, at that time, the pilot engine was in the siding in front of the trucks, and all but clear of the main up line; and that when he saw the Hertford train come past the Brick Lane signal, the pilot engine was coming down the up line for the purpose of taking the cross-over road to the down line; that the driver of the Hertford train, as he past Brick Lane, whistled in the usual manner for his signal (the middle) to be lowered, but that seeing the rate at which the Hertford train was approaching, he kept up the "danger" signal, as he considered the goods train could not get clear of the main line; that the driver of the Hertford train sounded for the guard's break about 200 yards before he reached the middle signal; that he reversed his engine a few yards before he passed the box; that the fireman had the engine (tank) break on, and that he thinks the train was not travelling more than 3 or 4 miles an hour when it passed the middle signal.

The Hertford train consisted of seven carriages, and one break van, and the driver states that the Brick Lane signal was lowered to "caution" for him to proceed; that he passed Brick Lane at about 15 miles an hour, and that he could not see the *Middle* signal, on account of the steam from a train on the down line, until he got to within about 200 yards of it, when he did everything in his power to stop, and thinks he should have been able to do so, had it not been for the greasy state of the rails. Other persons on the line estimated the driver's speed, when he passed Brick Lane, at 25 to 30 miles an hour, and they held up their hands to induce the driver to stop, but he states that he thought they were signalling to the driver of the down train. It is, however, quite certain that the collision was entirely due to the carelessness of the driver of the Hertford train, in not having so regulated his speed as to be able to stop short of the middle signal, and not to any defect in the regulations for working the traffic.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lieut.-Col. Royal Engineers.

Collision near Wisbeach.

Collision near Wisbeach.

Railway Department, Board of Trade,
Whitehall, January 9, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inquire into the circumstances which attended a collision that occurred near Wisbeach on the Eastern Counties Railway, on the 10th ultimo.

My Lords direct me to call the attention of the Directors to the concluding part of Colonel Wynne's report, in which he states that the accident is chiefly due to the inadequacy of the engine power for the goods and cattle train, and to the unpunctuality of that train.

My Lords instruct me to state that they trust this subject will receive the careful consideration of the Directors, as well as Colonel Wynne's remarks upon the objectionable practice of placing cattle trucks or goods waggons in passenger trains.

I am, &c.

The Secretary of the
Eastern Counties Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Eastern Counties Railway.

Collision near Wisbeach.

Railway Department Board of Trade,
Whitehall, January 7, 1856.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances attending a collision that occurred on the 10th December, near Wisbeach on the Eastern Counties Railway.

The local passenger train between Peterboro' and Lynn, due at the March Junction at 7.45 p.m. was 10 minutes late in arriving there; it consisted then of two passenger carriages and a break van; at March a further delay of 21 minutes occurred, caused by shunting to take on six trucks loaded with cattle; the train therefore left March 16 minutes past 8, being 31 minutes after time. It is stated that the night was very foggy and the rails covered with ice, in consequence of which the train proceeded slowly and at $6\frac{1}{4}$ miles from March came to a stand still; the driver then directed the fireman to unhook, in order that he might run his engine over the rails to clear them of ice, he says he called out to the guard to go back, but he received no answer, and he did not wait to ascertain that he *had* gone back, and the fireman whom he left behind contented himself with remaining at the head of the train; it appeared from the evidence of an inspector who was riding in the van with the guard, that he (the guard) had jumped out, being alarmed at the slowness of the train, before the train had stopped, with the intention of putting down fog signals; about five minutes after the guard had got out the collision occurred. It seems, from measurements that were subsequently made, that the guard did not go back more than 109 yards; as some excuse for him, it may be remarked that having got out before the train stopped, and being left in ignorance of what was going on in front, he may have imagined that the train was still moving on and been unwilling to separate himself from it by too great an interval.

The train which caused the collision was the 7 p.m. from Cambridge; it left March at 8.48, three minutes after time, consequently leaving an interval between it and the preceding train of 32 minutes, the driver had therefore no reason to apprehend an obstruction on the line. On passing the Pear-tree Station, which is about 3 miles from the place where the collision occurred, the signal showed all right; he therefore continued to proceed without fear of danger. He states that the fog was so thick that he did not see the guard's signal until he was within 150 yards of the train in advance; he reversed, and did all in his power to stop, but in vain, and the result was a collision. The Directors of the Company have imputed the blame entirely to the guard, and have in consequence dismissed him. He was, undoubtedly, much to blame, but there was quite as much blame, if not more, to be attached to the driver, who knowing the imminence of the danger, should not have contented himself with merely calling out to the guard, and going off without caring to ascertain whether he had heard him or not; it was five minutes past nine when the collision occurred, and there was no excuse for his not knowing that the Cambridge train was over due. If there had not been a general supineness on the part of *all* the servants of the first train, the collision ought not to have occurred; but the blame of the accident rests upon them only in a secondary degree, for the leading causes of it were those over which *they* had no control, being the delay in despatching the train from March, and loading the engine beyond its powers. It is no excuse to say that the rails were covered with ice, for this was well known to be the case before the train started, and the load should have been proportioned accordingly. The train from Cambridge to March must have found the rails in an equally frozen state, yet it was able to keep time because it was not overloaded; and the practice of mixing passengers and cattle or goods together in a train is one very much to be reprobated; it is always a source of delay, and delay is a constant source of danger.

I have, &c.

George Wynne,
Lieut.-Col. Royal Engineers.

Captain Galton, R.E.
&c. &c.

GREAT NORTHERN RAILWAY.

Great Northern Railway.

Collision near the Boston Station.

Railway Department, Board of Trade,
Whitehall, November 13, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the accident that occurred near the Boston Station on the 15th ultimo.

I am, &c.

The Secretary of the Great Northern Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, October 29, 1855.

Sir,

In compliance with the instructions contained in your letter of the 22d instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 15th instant, near the Boston Station of the Great Northern Railway.

At Boston, the station signals are 150, and the signals of the East Lincoln Junction are 750 yards to the north-west of the passenger platform.

At the East Lincoln Junction, the lines from Lincoln and Louth meet, and there is a distant signal towards Lincoln, 620 yards from the junction.

When a train leaves Boston, the policeman at the station signal works a lever, which, by means of a wire, rings a bell and moves an arm at the junction box, —the former attracting the signalman's attention, —and the latter informing him of the direction in which the outgoing train is intended to proceed. This arm shows the destination of the train by acting on the principle of a semaphore signal, the horizontal position indicating Louth, and the inclined position Lincoln.

On the 5th of October, a goods train started from Boston for Louth at 8.15, a quarter of an hour late, and, as was his duty, the policeman apprized the signalman of its approach and destination, upon which the latter turned off his signals, and allowed it to proceed. As it was passing the junction, however, the 7.10 a.m. passenger train from Lincoln came into collision with one of the trucks, when the buffer of the passenger engine was pulled off, the buffer plank broken, a boy was cut in the hand, and about six other passengers were slightly hurt.

The morning was very foggy: the driver of the passenger train had slackened speed, and almost stopped, after finding the distant signal of the junction at danger; but he ordered the guard to take off his break, and afterwards drew on towards the junction, when, before he could see the signals, he observed a goods train passing across in front of him. Although proceeding at a very slow speed, he was unable to pull up his train before striking one of the trucks. The engine was forced back by the weight of the goods train, and its buffer having been caught in that of an empty truck, it dragged some of the waggons back with it, and then pulled them off the line.

The passenger train was composed of an engine and tender, a van, and eight carriages; and the goods train, of an engine and tender, 51 waggons, and a break. The former is stated by the fireman to have advanced from the junction distant signal to the junction at a speed of two miles an hour, and by the guard, at not more than three miles an hour; and the latter was not going faster than about eight miles an hour when the collision occurred.

In February 1854, printed instructions of an important nature were very properly issued by the Great Northern Company, enforcing upon their drivers the necessity of bringing their trains *to a stand*, in obedience to distant junction signals at danger, before proceeding towards the junctions; and, in carrying out this order, the driver of the passenger train ought to have stopped his train in the first instance, though he might afterwards have advanced in a careful manner towards the junction without incurring blame. On so foggy a morning

Great Northern Railway.

Collision near the Boston Station.

as this appears to have been, when the driver is stated to have received no warning from the junction signals, because he could not see them before he discovered the goods train passing in front of him, considerable excuse is to be made for this man. He really seems to have exercised great caution, and, indeed, if he had not done so, he might have caused a collision of a most serious nature, instead of one which was as trifling as any collision between two trains proceeding in opposite directions could well be.

But as the driver did not obey the important instructions above referred to, he has been dismissed from the service of the Company.

This collision, however, cannot be said to have been occasioned by recklessness on the part of the driver, as he might, after stopping his train, have met with the same catastrophe in again proceeding towards the junction. It would, no doubt, have been better if he had sent forward his fireman to ascertain the state of the signals before he proceeded quite so far; but it must also be remarked, that such a dense state of the atmosphere calls for extraordinary precautions for the protection of a junction, either by the employment of platelayers for the purpose, or, what would be better, in the case of this particular junction, where fogs are stated to be of frequent occurrence, by more permanent means.

The fog is stated to have been very partial, to have been dispelled shortly after the accident by the appearance of the sun, and to have been the forerunner of a particularly clear day. It did not affect the signalman so much as the driver, for, being on a raised stage, he could see a signal out of his window, at a distance of 70 yards; but even he could not discern the passenger engine, though his attention was attracted towards it by two distinct whistles, before the collision.

It is evident, therefore, that when this junction is so enveloped in dense fog, extraordinary measures should be adopted by the Company for its protection, and that the absence of such extra precautions has occasioned the present accident; and this appears to be the only remark that is called for by the circumstances connected with it, the driver of the passenger train having been already punished with sufficient severity for his share in the transaction.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain R.E.

Collision near the Peterborough Station.

Collision near the Peterborough Station.

Railway Department, Board of Trade,
Whitehall, December 6, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred near the Peterborough Station, on the Great Northern Railway, on the 7th ultimo.

My Lords trust that the recommendations of their inspecting officer will receive the careful consideration of the Directors, and they will be glad to learn the views of the Directors relative to the question of working that portion of the railway by the electric telegraph, as suggested by Captain Tyler.

I am at the same time to point out, that the unpunctuality of the goods train would appear to have had an important influence in causing the accident in question.

I have, &c.

The Secretary of the
Great Northern Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, November 27, 1855.

Sir,

In compliance with the instructions contained in your letter of the 9th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 7th instant, near the Peterborough Station of the Great Northern Railway.

Great Northern Railway.

Collision near the Peterborough Station.

At Peterborough there are two main passenger lines running between the station platforms, and two main goods lines, as well as some sidings, to the west of the station buildings.

The station is protected towards London by a "station signal," 164 yards to the south of the passenger platform, situated at the gates of a public road level crossing; and by a distant signal, 886 yards to the south of the station signal, worked by wires from the same crossing. In clear weather these two signals can be seen at the same time by the driver of an approaching train, as he passes under a bridge called Fletton Bridge, 404 yards to the south of the distant signal; but this bridge, and the curves of the line, prevent their being seen any farther. Beyond Fletton Bridge, and 644 yards from it, there is a second bridge over the line, and the gradient falls from the latter bridge on a slope of 1 in 330, for 370 yards, then rises 1 in 100, for 528 yards, or about 140 yards past the distant signal; it next falls 1 in 237, for 726 yards, or a few yards past the station signal at the level crossing gates, and rises from thence 1 in 270, into the station.

As the 5 p.m. mixed express passenger train from London, consisting of an engine and tender, seven carriages, and two break vans, was approaching Peterborough punctually, at 7.8 on the 7th instant, it came into collision with a goods train, which was standing on the main line, 526 yards within the distant signal, at a rate, stated by the driver, to be 6 or 8 miles an hour. The buffer plank of the passenger engine was not broken, but the smoke box was driven in, and some of the trucks, particularly the sixth from the rear, were damaged. Two or three passengers only were slightly injured.

As has been already stated, the distant signal can be seen from under the Fletton Bridge, which is 404 yards from it; and the driver of the passenger train would therefore have had 930 yards for stopping his train, if he had commenced to pull up directly he sighted the signal, which was, as usual, "at danger." But I shall presently have occasion to show that, on account of its position, and for other reasons, this signal has BEEN HABITUALLY DISREGARDED by all the drivers on the line, and, therefore, that the driver of the express cannot be considered by any means so culpable in this case, as he would otherwise have been.

I shall now proceed to explain, in the first place, how the goods train happened to come in the way of the express; because, but for this circumstance, the collision would not of course have occurred.

Certain goods trains are due to arrive at Peterborough as follows:—

No. 3, from Doncaster, &c. - - - at 4.20 p.m.
No. 3, from Boston - - - - at 6 p.m.
No. 4, from Doncaster, &c. - - - at 6 p.m.

And the "through waggons" from these trains are due to be sent on to London in a combined No. 3 train, at 6.30, the remaining waggons, those destined for intermediate stations, being attached to a train which leaves Peterborough for the south at 7.40.

Passenger trains are also due to arrive at this station, at 6.40 p.m. from Boston; at 7.10 p.m. from Retford; at 7.15 p.m. from Boston; and at 7.20 p.m. from Doncaster. The 6.40 passenger train remains at Peterborough, but the other three proceed as one train to London, at 7.30.

Now, on the 7th instant, the 6.40 train had arrived, and was shunted out of the way, before the collision occurred; but the other three passenger trains were expected, and it was therefore necessary to clear the up main passenger line, on which No. 4 up goods train was standing, as soon as possible.

The goods trains arrived:—

No. 3, from Doncaster, punctually, at 4. 20 p.m.
No. 3, from Boston, at 6. 31, instead of 6 p.m.
No. 4, from Doncaster, at 6. 40, instead of 6 p.m.

And these two last arrived, therefore, the one 1, and the other 10 minutes *after* the time at which they ought to have *started* again from Peterborough.

As they arrived, the foreman of the goods yard took the portions of them which were intended for London, from the lines on which they were standing, No. 3, from Boston, on the up main goods line, and No. 4, from Doncaster, on the up main passenger line, and added them to some of the waggons belonging

to No. 3 from Doncaster, in order to form the combined No. 3 through goods train for London.

This combined train, consisting of 40 waggons, was collected together on a line leading from the goods yard to the up main line, at a few minutes before 7 o'clock, and extended so far across that it blocked up both passenger lines and both goods lines; these 40 waggons were on an S curve and a rising gradient of 1 in 270, and the one engine that was available at the moment, was not capable of moving them back out of the way, so that the goods foreman was obliged to send for assistance, and to await its arrival before he could push them into the goods yard, and thus clear the several main lines. When, therefore, another goods train, No. 5, arrived from London at 6.56, it was compelled to remain outside the station. This train was composed of an engine and tender, 34 waggons, and one van, and when it was first brought to a stand, the engine was 35 yards from the station signal; but, afterwards, on hearing the express coming in his rear, the driver moved up and stood close to the signal, and it was when he was in this position that the collision took place.

The last-mentioned goods train was due to arrive at Peterborough at 6.35, but it was 21 minutes late, in consequence of a delay at Huntingdon, in taking on 19 waggons. It was important to move the combined goods train out of the way, however, not only for the purpose of admitting No. 5 down goods train into the goods yard, but also in order to clear the down main line for the mixed express passenger train, and the up main passenger line of No. 4 goods train from Doncaster, before the arrival of the passenger trains, due at 7.10, 7.15, and 7.20. The late arrival of Nos. 3 and 4 goods trains, from Boston and Doncaster, and the consequent late formation of the combined train, together with the insufficient supply of engine power at hand for moving it, were the causes that kept No. 5 down goods train outside the station, and in the way of the express.

The causes of this unpunctuality were as follows:—

No. 3 goods train from Boston, was 30 minutes late in arriving at Peterborough, partly from having been detained at Boston for 20 minutes, by the non-arrival of the train from Retford, which works in connexion with it; partly from its having been delayed by other goods trains, and in shunting at Lincoln, Kirkstead, and Dogdyke; and partly from a 15 minutes stoppage at Spalding in taking on waggons, and leaving others at the station, and while the engine was being supplied with water. No. 4 goods train from Doncaster was 40 minutes late, in consequence of its having been delayed between York and Burton Salmon, by a North Eastern coke train, and because it was obliged to be shunted at Newark, out of the way of No. 15 passenger train.

The distant signal from Peterborough towards London, is always kept, as a rule, "at danger;" and the drivers are in the habit of whistling it off, as it is termed—that is to say, they whistle in approaching it, in order that the signalman may, if the road be clear, turn it to "all right," without delaying them. The distant signal is, indeed, so often "whistled off" in this manner, that the gateman in charge of it, who has been at that post for $2\frac{1}{2}$ years, states that he has not had occasion to stop any passenger trains on account of such an obstruction as was presented on this occasion, more than three or four times during the whole of that period.

The gateman's station signal is close to him, but his distant signal is 886 yards off. When the wind is in the proper direction, and his post is sufficiently quiet, he can hear the engine-whistle before a train comes in sight; but on the present occasion, what with the direction of the wind, and the noise of several engines blowing off steam near his gates, he knew nothing of the approach of the express, till he heard one of the porters call out to the goods driver, to get his train in motion, because the mixed express was coming. The gateman could not then see anything of it, because the goods train intercepted his view; but immediately afterwards, the goods driver came to tell him that somebody must be sent back, to warn any other approaching train, because a collision had taken place.

This gateman knew very well that the mixed express was due, and that it was his duty to keep the road clear for it; but he found it impossible to do so. On the arrival of the goods train at his gates, at four minutes to seven, he sent the guard to the foreman of the goods yard, with a request that the down goods line should be cleared if possible; but this could not be done, for reasons which

Great Northern Railway.

Collision near the Peterborough Station.

have been already explained, and No. 5 goods train was thus obliged to remain at the gates.

The driver of the mixed express admits, that, in approaching Peterborough, he passed under the Fletton Bridge at the usual speed, or about 30 miles an hour, which is probably below the truth, as all drivers of fast trains are apt considerably to under-estimate their rate of travelling. He says that, seeing the signal show red, he then gave a whistle to warn the signal-man to "turn it off," and, finding he did not do so, that he then whistled for the breaks, reversed his engine, and did his utmost to stop his train. He adds that he had shut off his steam, and slightly applied his tender break, before passing under the bridge. Considering that he was approaching Peterborough at express speed,—that he employed a portion of his time, whilst travelling at this rapid rate, in whistling to the gateman, and waiting to see whether the signal would be turned to All right, before adopting decisive measures for the stoppage of his train, and that all this was done within 400 yards of the distant signal, and 930 yards of the point of collision, it cannot be looked upon as a matter of surprise that the accident occurred.

In the official report of the Great Northern Company in reference to this accident, I observe it stated, "*that this accident was caused solely from the "neglect of the driver of the passenger train, who did not obey the signals "shown to him to stop*," a conclusion which does not appear to be at all borne out by the facts of the case; and I shall now address myself to the consideration of this particular question.

In my report of the 26th ultimo, on the recent accident near Boston, I had occasion to refer to an excellent series of rules which were published in February 1854, by the Great Northern Company, and in which an obligation is imposed upon the drivers, to bring their trains to a dead stand, in obedience to, and outside of any distant signal, "at danger," with which they may meet. Other rules of the Company direct, that, before arriving at a station, and particularly at one where the lines cross into sidings, a driver must reduce his speed in proper time, so as to have the engine completely under his command, and to be enabled to *stop altogether, if necessary, before entering the station;* and further, that all signals must be immediately obeyed, even though the engineman should think that they are wrong, as well as that an engineman, on receiving the distant danger signal, when approaching a station or junction, must *stop* his train outside of that signal.

Acting under these rules, it is evident, that the course which the driver of the mixed express ought, on this occasion, to have pursued, was to approach the distant signal at Peterborough at such a speed as would have enabled him, when he found that the gateman did not lower it in answer to his whistle, to come to a stand outside of it; and so far it appears at first sight that this driver was seriously and unjustifiably to blame for disobedience of the Company's regulations, as is set forth in their official report of the accident.

Without wishing to justify the driver for a breach of such stringent regulations, I shall next proceed to describe the way in which they have come to be disobeyed. This distant signal was kept, as a rule, at danger; it was only visible to the driver for 400 yards before he arrived at it; this man had been in the habit of "whistling it off," and had never, when taking a passenger train into the station, been stopped by it before; it was impossible that he could stop at it, after finding that the gateman did not lower it in answer to his whistle, unless he slackened speed considerably, as a precaution, before sighting it; by doing so he would have lost time; if he had been found to lose time systematically, he would have been threatened or fined, and if he had done so often, he would have been considered inefficient for the work, and have been put to some duty of less importance; he had thus got into the habit of disregarding those regulations of the Company which directed him to approach this signal at such speed as to enable him, if necessary, to stop at it; and he was not singular in this respect, inasmuch as out of 69 other drivers employed at Peterborough, all those who run between Peterborough and London, 52 in number, admit that they have been for years guilty of "running past" this signal, at greater or less speed, on account of its unfortunate position, and the manner in which it is worked.

Blame must always attach to a driver who meets with an accident, when disobeying the regulations of the Company by whom he is employed, and

particularly such stringent regulations as were in force in regard to this case; but as, in this instance, a chronic disobedience to those regulations, was, in a manner, sanctioned by the practice permitted by the signalman to exist, or, in other words, by the want of a proper discipline on the part of the Company in enforcing obedience to their regulations, the guilt of the driver who at last became the victim of the system is almost reduced to the level of a misfortune.

In regard to the signalman, it may be remarked that he is so placed as to be a very long way from his distant signal; that, what with this distance, and the noise constantly going on near his post, he cannot always hear the whistles from the engines; that, on this particular occasion, he could not even see the express coming; and that he is unable to see, at the best of times, with any degree of distinctness, whether the drivers pass his signal before it is lowered, or not. Nevertheless, he admits that, "as a rule, drivers run past that signal, "because they cannot pull up after seeing it;" and it is evident that, in permitting such a practice to exist, he has failed in strictly carrying out the Company's regulations in their present form.

This accident could not have occurred, if the line had been worked by telegraph in the manner recommended by their Lordships, in your circular letter of the 12th August 1854. I believe that the Great Northern Company have been employing this system, to a certain extent, on a portion of their line; but as they have not thought proper to extend it, as yet, to Peterborough, I can only point out, that, under such a mode of working, the mixed express would not have been allowed to leave the next telegraph station, until the goods train No. 5 was safe in the Peterborough goods yard, or so long, therefore, as the combined goods train blocked up the main line into the station; and that there would thus have been a few minutes delay to the express, more or less, according to the distance at which the next telegraph station might have been fixed, instead of a collision.

The remedies required for the amendment of the present state of the signals, are plain and simple. As the gateman is now in a disadvantageous position, and at too great a distance from his distant signal, another man should be employed, nearer to it, and in a better position, for the protection of the approach to the station; as the signal itself is badly placed, and has, for that reason, led to a general disobedience of the Company's regulations, it should be moved to the Fletton Bridge, from whence a long view of it might be afforded; and as the practice of keeping the old signal, as a rule, "at danger," has also been instrumental in inducing disobedience to the regulations, the new signal should be kept at "all right," unless when it is intended, from an obstruction on the line, or from any other cause, that a train shall be stopped.

As this last proposal involves the consideration of a question, which has been much argued in regard to railway signals, I may observe that, in recommending that this distant signal *from a station* should be kept at "all right," unless when there is a reason for turning it to "danger," I am far from advocating a similar practice in regard to junction distant signals, which should, in my opinion, be "*kept* at danger," because the signalman has, in that case, three, and perhaps more, lines to attend to. The gateman, in the present instance, may be considered as a junction signalman, inasmuch as it is his duty to protect the entrance to the goods, as well as that to the passenger station, and, in addition, to attend to the gates and the shunting of trains; and therefore, as long as the distant signal is worked by him, it is, no doubt, necessary to keep it "at danger," whereas, with another man, nearer to the Fletton Bridge, there would be no such necessity. I may add, however, that the new signalman should be provided with a proper means of communication with this gateman, by a telegraph wire or a bell, in order that, in all weathers and at all times, he may be kept continually informed of the state of the immediate approach to the station.

I learn from the evidence which I received in reference to this accident, that there have been other signals on the line, which the drivers have disregarded in a similar manner, but which have been altered; and that there is, at present, one at Retford, of which the position is "equally bad" with that in question at Peterborough. I think it right to bring this circumstance under the notice of the Directors, as they will, no doubt, be anxious to take measures for remedying this evil, in the case of the Retford signal, if it be required, and to ascertain whether any further amendments of a like nature, can be made on the line.

Great Northern Railway.

Collision near the Peterborough Station.

There is another point connected with this accident which seems to call for special remark, namely, the encumbering of the passenger lines, on the occasion in question, with goods trains on both sides of the station, when passenger trains were due in each direction. It would appear that some means are required, for the prevention of this source of danger and delay, either by alteration of the present arrangements for the shunting of the goods trains, or, if such alteration cannot be otherwise secured, by increase in the accommodation for them, in the goods yard.

I will now sum up, in conclusion, the causes which have combined to produce this accident. They are:—

Firstly, the unpunctual arrival at Peterborough, of the goods trains No. 3 from Boston, and No. 4 from Doncaster.

Secondly, the consequent lateness in starting, of the combined goods train No. 3, for London.

Thirdly, the want of an additional engine at the proper moment, to assist in pushing back this combined goods train, and thus clearing the main lines of railway.

Fourthly, the unpunctual arrival at Peterborough, of No 5 goods train from London.

Fifthly, the inefficient position, and mode of working, of the distant signal at Peterborough, in proportion to the time allowed to the drivers, and to their chances of disgrace or punishment, for want of punctuality.

Sixthly, the consequent habitual disobedience to this signal, of all the drivers employed on that part of the line, and, as part of the system thus in force, the disregard of this signal, by the driver of the mixed express passenger train, leaving London at 5 p.m. on the 7th instant.

And I may repeat, that this accident could not have occurred if the system recommended in their Lordships' Circular, of the 12th August 1854, had been in operation on the line; as also that it is desirable that an additional signal post should be established, at a greater distance from the station, and free from the disadvantages which are shown to attach to the present one.

I have, &c.

The Secretary of the Railway Department, Board of Trade. — H. W. Tyler, *Captain Royal Engineers.*

Collision near Peakirk.

Collision near Peakirk.

Railway Department, Board of Trade, Whitehall, January 15, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by them to inquire into the circumstances which attended a collision that occurred between a passenger train and a goods train on the Great Northern Railway, between Peakirk and Peterborough, on the 6th ultimo.

My Lords direct me to state, that they trust that the recommendation of their inspecting officer, that the portion of railway where the accident occurred should be worked by means of the electric telegraph, will receive the careful consideration of the Directors of the Great Northern Railway Company, as well as his recommendation as to the position of the lamps on the guard's van.

I am, &c.

The Secretary of the Great Northern Railway Company. — Douglas Galton, *Captain Royal Engineers.*

(Enclosure.)

Railway Department, Board of Trade, Whitehall, January 12, 1856.

Sir,

In compliance with the instructions contained in your letter of the 19th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended a collision between a passenger and a goods train, on the 6th December, between Peakirk and Peterborough, on the Great Northern Railway.

The Loop line from Boston joins the main line of the Great Northern Railway at Werrington, 3 miles from Peterborough, and the distant signal worked

from the junction is 2,922 yards from Peakirk, from which station, on a clear night, it can be seen, and from whence it has the same appearance as the tail lamp of a train going towards Peterborough, when ascending the gradient of 1 in 200, which commences about one mile from Peakirk, its length being one third of a mile, the line rising by a gradient of 1 in 1,320 from Peakirk up to the commencement of the greater slope.

It appears that No. 3. up goods train, from Boston to Peterborough, consisting of 44 waggons and a mineral break van, the limit of the load allowed by the Company's regulations, left Peakirk for Peterborough, drawn by one of the Company's most powerful six-wheeled coupled goods engines, with 16-inch cylinders, 24-inch stroke, and 5 feet 3 inch driving wheel, at 6h. 14m. p.m., and it was run into, at the distance of 1,872 yards from Peakirk Station, by No. 15. up passenger train, which left Peakirk for Peterborough at 6h. 36m. p.m.

The driver of the goods train states that his engine was in very good order, with an abundance of steam, but on entering a wood 1,440 yards from Peakirk, his engine began to slip very much, from the slippery state of the rails, and his fireman got down and sanded the rails with a shovel, walking beside the train for the space of five minutes, and that when he had reached the summit of the slope, he got away so readily that he thought he must have lost a portion of his train. He estimated his speed, when he reached the wood, at 11 or 12 miles an hour, and considered that he had proceeded at the average rate of four miles an hour, from the time he quitted Peakirk; and he was not aware for certain, until he got to Peterborough and was informed that his train had been run into by the passenger train, that he had left a portion behind.

A party of drovers in charge of cattle rode in the mineral break van, and one of them was seriously hurt by the collision.

The guard of the goods train was in custody at the time I made my inquiry, and about to be prosecuted for neglect of duty, for not having gone back when he found his train could not get on, so that I did not see him; but I was supplied with his written statement of the circumstances attending the collision. It is not quite certain whether the train had the whole of its lights burning at the rear of the train at the time it was run into; viz., two side lights and one tail lamp.

The driver of the passenger train states, that, as nothing was said to him when he left Peakirk station of a goods train being ahead, he proceeded at his usual rate of 20 or 25 miles an hour, and observed a red light on the line before him, which he thought was the Werrington Junction distant signal: that on approaching the wood he saw two red lights, one of which he mistook for the distant signal and the other for a guard's lamp, and that he then took the necessary measures for stopping his train, but did not succeed in doing so, until his engine had run into the mineral break van, whilst travelling about eight miles an hour and by the collision, 15 of the goods waggons were separated from the rest of the goods train.

It appears that this collision was the result of neglect on the part of the Company's servants: 1st. The guard of the goods train neglected his duty in not having gone back and placed detonating signals on the line, as an interval of 22 minutes elapsed between the departures of the two trains from Peakirk, and thus the goods train could not have travelled at more than three miles an hour.

2nd. The driver of the passenger train does not appear to have kept a sufficiently good look-out ahead, as the line is perfectly straight, and it is certain that there were two of the lights burning.

I would, however, recommend that the side lights on the mineral break van should be placed on the uprights at the end of the van, so that the view to the rear cannot be obstructed when the guard looks out at the side.

I was informed, that it was by no means an uncommon occurrence, for goods trains to have difficulty in ascending the gradient of 1 in 200, between Peakirk and Werrington Junction, and under these circumstances, I am of opinion, that the traffic between these two places, would be advantageously worked in connection with the electric telegraph.

I have, &c.

W. Yolland,

Lt.-Colonel Royal Engineers.

Captain Galton, Royal Engineers, &c. &c. &c.

Great Northern Railway.

Accident near the Ranskill Station.

Accident near Ranskill.

Railway Department, Board of Trade,
Whitehall, January 8, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Northern Railway Company, the enclosed copy of the report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred, on the 11th ultimo, near the Ranskill Station of the Great Northern Railway.

I am, &c.

The Secretary of the
Great Northern Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, January 3, 1856.

Sir,

In compliance with the instructions of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended an accident to a passenger train, near Ranskill, on the Great Northern Railway, on the 11th December.

It appears that when the 5.0 p.m. down passenger train from London to York, had arrived within three quarters or one mile of Ranskill Station, six miles beyond Retford, travelling at the rate of 40 miles an hour, the second guard riding in the break van at the rear of the train, heard the noise of the ballast being thrown up under his van; and he, very properly, immediately availed himself of the means of communication between guard and engine-driver, which the Great Northern Railway Company have had in operation for some time past on their passenger trains, to ring the alarum bell which is fixed on the side of the tender; he then applied his break and again sounded the alarum bell. The engine-driver at once shut off his steam, and on looking back at the side of the train, observed sparks of fire flying from below, the night being very dark, and he then took the necessary steps for stopping, and the train had just got within the Ranskill Station south distant signal when it was brought to rest.

On examination, the tire of the right hand leading wheel of a second-class four-wheeled carriage, in front of a first-class carriage next the guard's van, was missing, and the carriage was entirely off the rails, but still remained coupled to the other carriages before and behind it; the floor of the compartment of the carriage was broken up, but fortunately none of the passengers nor any of the servants of the Company riding in the compartment were injured.

The engine-driver considers that the train ran about half a mile after the alarum bell was rung; but the broken tire was found 1,400 or 1,500 yards from the place at which the train stopped.

The tire was nearly new, and it is supposed only to have run 2,000 or 3,000 miles; it was made at the Bowling works, and appears to be composed of very good iron. The fracture at one side, occurred at a rivet hole; and it is attributed to the hard frost which prevailed at the time when the accident happened.

The carriage wheels were all examined the same evening at Grantham, 29 miles south of Ranskill.

The train was due to leave Retford at 9.5 p.m., and it was not appointed to stop at Ranskill.

The persons in the damaged carriage shouted and endeavoured, but unsuccessfully, to attract the attention of the guard; fortunately he heard the noise made by the ballast, and being in possession of the means of communicating with the engine-driver, was enabled to stop the train and avoid what, in all probability, would otherwise have been a very serious accident.

I am, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lt.-Colonel Royal Engineers.

GREAT SOUTHERN AND WESTERN RAILWAY (IRELAND).

Great Southern and Western Railway (Ireland).

Accident near the Mallow Station.

Railway Department, Board of Trade,
Whitehall, December 15, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by them to inquire into the circumstances which attended an accident that occurred to a mixed passenger and goods train, near the Mallow Station of the Great Southern and Western Railway on the 20th October.

My Lords trust that the Directors will take into consideration the remarks of the inspecting officer, and prohibit for the future the running of passenger carriages in goods trains.

My Lords also direct me to point out that this accident is traceable partly to the improper construction of the waggons used for the conveyance of pigs upon the Great Southern and Western Railway, and partly to the want of a means of communication between the guard and the engine-driver of the train.

I am, &c.

The Secretary of the Great Southern and Western Railway Company.

DOUGLAS GALTON,
Captain, Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, December 12, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident, that occurred near the Mallow Station of the Great Southern and Western Railway (Ireland), on the 20th October, whereby a man of the name of Richard Howard met his death.

A train from Killarney, consisting of 37 waggons, 2 passenger carriages, and 1 van, drawn by two engines, was seen approaching the Mallow Station about 7 P.M.; the waggons were variously loaded with merchandise, turf, and pigs; and the man who was killed was a drover, and riding in a waggon along with his pigs.

The approach from the Killarney junction to the Mallow Station is up a steep incline. When the train came opposite to the platform, it was discovered that the greater part of the train had broken away, there not being more than ten carriages with the engines. The station-master immediately ordered the drivers to go back and couple on to the portion of the train which had been detached. This was accordingly done, and the detached part of the train was coupled on. As soon as the train was put in motion to go on to the station, it was discovered that there had been a second breakage of the coupling chains, and that part of the train was still detached. The engines were stopped, and the front portion of the train again put back to couple on to this part. When the porter went to couple on this second part, the deceased was found lying across the rails in front of the last detached portion. A man who was standing in the road, and who watched the train going up the steep gradient to the station, gave the following evidence, "I was standing on the public road at the under-bridge next the station, which may be about 100 yards from the station. I saw the train divide, one part ran back, and the remainder went on. After the lapse of three or four minutes, I saw the part that was going forward again divide, and 8 or 12 waggons run back; and then I heard a crash, which I supposed was caused by its overtaking the other part that had first run back. The guard, whose van was last in the train, states, that when he found his portion of the train receding, he put on his break, but that he did not succeed in stopping it until they had run back about half a mile. Whilst retrograding he felt a shock, not a considerable one, which he supposes arose from the second detached portion overtaking and striking the part to which he was attached. He says that the last he saw of the deceased was when the train was leaving the last station on the Killarney branch, he saw him sitting "straddle-legs" on the top rail of the waggon. His attention was drawn to him by the station-master, and he signalled to him to get down, but he did not obey him; and it shortly afterwards became too dark for him to see him. From these statements I

Great Southern and Western Railway (Ireland).

Accident near the Mallow Station.

think there can be little doubt as to how the accident happened. The waggon in which the deceased was riding was that portion which first broke away, and when it was struck by the second detached portion, the shock knocked him off the rail he was so imprudently sitting on, and he was crushed.

There are several points connected with this accident which call for serious remonstrance:—

1st. The waggons in which the pigs were conveyed were not properly adapted to the purpose, being ordinary merchandise waggons, having the ends permanently roofed over, and a tarpaulin cover over the centre part where the doors are placed. If the pigs are crowded in these close waggons they are liable to be suffocated, which renders it necessary for the driver to be with them to prevent this taking place; the pigs, moreover, when crowded are inclined to bite, and much as the man is attached to the animal, it is not surprising that he should endeavour to escape the confined atmosphere and the irritation which it induces in his charge by sitting on the rail, or rather the top of the door of the waggon; the guard stated that it was a very common practice in drovers to do so; were the waggons properly constructed cattle trucks, there would be little danger of the animals being suffocated, and the men might be conveyed, as is the usual practice in England, in third-class carriages.

2d. The cause of the couplings breaking evidently arose from their being subjected to too great a strain from the weight of the train while going up a steep incline, it was, therefore, highly improper to attach passsenger-carriages to a goods and cattle train of this description, composed as it was of 40 carriages of all descriptions, with an inadequate amount of break power; to render this train safe for passengers there should have been at least three additional break-vans attached; and more consideration was due to passengers than to subject them to the unpleasant effluvia arising from a number of pigs, of which they must have had the full benefit, placed as they were last in the train.

3d. It is a striking fact that two dislocations of the train, which detached three-quarters of it, should occur without the engine-driver becoming aware of the circumstance; had there been a proper communication between the guard and driver, the first breakage would have at once become evident; and there is every reason to suppose the accident would have been avoided.

But in the meantime there are two things which should be insisted on:—

1st. That passenger-carriages should not be attached to trains of this description inadequately supplied with break power.

2d. That drovers should not be permitted to ride in any but properly constructed and not over-crowded cattle-trucks.

I have, &c.

The Secretary to the Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col. Royal Engineers.

Great Western Railway.

Collision at the Level Crossing of the West London Railway.

GREAT WESTERN RAILWAY.

Railway Department, Board of Trade.
Whitehall, December 22, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer of his inquiry into the accident which occurred at the level crossing of the Great Western Railway by the West London Railway on the 28th ultimo, in consequence of a collision between two goods trains.

My Lords direct me to point out that the inspecting officer states that the arrangements made by the Company for working the traffic at this very dangerous crossing were quite inadequate. It appears that the distant signals erected for the protection of the crossing are at this season of the year, during a portion of the time when they are required to be used, worse than useless, in consequence of their not having been provided with lamps; it also appears that an inexperienced man was appointed at one of the distant signals to repeat the signals given by the signal-man at the crossing, which he could not see from his post, and which, if he could have seen, the absence of a lamp precluded him from repeating; and that, in addition to the insufficiency of the signal arrangements, this inexperienced signal-man was not furnished with adequate instructions for his guidance.

Great Western Railway.

Collision at the Level Crossing of the West London Railway.

My Lords direct me also to call the attention of the Directors to the remarks of the inspecting officer upon the unpunctuality of the goods train, as well as to the desirableness of placing a break-van in rear of their goods trains.

My Lords trust that the inspecting officer's observations will receive the careful consideration of the Directors, and they will be glad to learn what steps are proposed to be taken for the more effectual protection of this level crossing.

I am, &c.

The Secretary of the Great Western Railway Company.

Douglas Galton, *Captain Royal Engineers*

Railway Department, Board of Trade, Whitehall, December 22, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their Inspecting Officer upon the accident which occurred on the 28th November, in consequence of a collision between two goods trains at the level crossing of the Great Western Railway by the West London Railway.

My Lords direct me to request you to call the attention of the Directors of the London and North Western Railway Company to that portion of the inspecting officer's report which recommends that arrangements should be made for enabling the engines conveying the traffic on this part of the West London Railway to be always placed in front of the train.

And also to the desirableness of attaching sufficient break-power to the trains when descending the incline, and so to regulate their speed as to enable them to be stopped within a very limited distance.

I am, &c.

The Secretary of the London and North Western Railway Company.

Douglas Galton, *Captain Royal Engineers.*

(Enclosure.)

Railway Department, Board of Trade, Whitehall, December 17, 1855.

Sir,

In obedience to the instructions contained in your letter of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred on the 28th November, at Wormwood Scrubs, where the West London crosses the Great Western Railway.

The West London commences at a junction with the London and North Western Railway at Willesden, and after passing under the Grand Junction Canal, crosses the Great Western Railway close to it, on a level, at Wormwood Scrubs, $2\frac{3}{8}$ miles distant from the Paddington Station, and thence proceeds to Shepherd's Bush and Kensington Basin.

The line is single, with sidings, at the junction with the London and North Western Railway at Shepherd's Bush and at Kensington Basin; and it is almost entirely used by the London and North Western Railway Company for conveying a large coal traffic to Shepherd's Bush and Kensington.

Immediately contiguous to the junction with the London and North Western Railway the line descends by a steep incline, commencing with 1 in 50 for $13\frac{1}{2}$ chains, and ending with 1 in 39 for 11 chains, at the same level as the Great Western Railway; but there is a catch siding constructed at the foot of the first slope, with the points weighted to stand open for the catch siding, in the event of any waggons breaking loose whilst shunting operations are going on in the Willesden sidings, and running down the incline.

A policeman in the employ of the London and North Western attends at the crossing of the Great Western Railway, and also at these points, to aid in the raising of the barriers to allow the West London trains to cross the Great Western Railway, and to cause trains to continue to descend the incline instead of passing into the catch siding.

The regulations for working the London and North Western trains across the Great Western Railway are made by the latter Company, and the passing

Great Western Railway.

Collision at the Level Crossing of the West London Railway.

of these trains is made subservient to the non-obstruction of the Great Western traffic.

A table is periodically prepared, purporting to show the times when the London and North Western are permitted to pass their trains over the Great Western Railway at this crossing, called by the latter Company the West London junction. I annex an exact copy of the table for November, similar to that placed in the box of the repeating signalman, to which I shall more particularly advert hereafter.

(A.)

GREAT WESTERN RAILWAY.

TIMES OF OPENINGS at the West London Junction, for the London and North Western Trains to pass from November 1st until November 30th 1855.

	After the passing of the	Until
1st -	6.0 A.M. down train from Paddington - -	6.55 A.M.
2d	7.40 „ down „ „	8.10 „
	10 P.M. up goods „ Bristol - -	
3d -	8.15 A.M. down „ Paddington - -	8.40 „
4th -	7.30 „ up „ Reading - -	9.30 „
5th	9.40 „ down „ Paddington -	10.0 „
	7.10 „ up „ Hungerford -	
6th	10.30 „ down „ Paddington -	11.0 „
	8.40 „ up „ Oxford -	
7th	11.30 „ down „ Paddington -	12.10 noon.
	8.20 „ up „ Bristol - -	
8th	12.50 P.M. down „ Paddington -	1.30 P.M.
	9.0 A.M. up „ Swindon -	
9th -	1.30 P.M. down „ Paddington - -	1.45 „
10th	4.0 „ down „ „	4.30 „
	11.30 A.M. up „ Bristol - -	
11th	4.50 P.M. down „ Paddington -	5.20 „
	12.45 „ up „ Bristol - -	
12th -	2.45 „ up „ „ - - -	6.15 „

NOTE.—The following Regulations must be observed at the West London Junction, by the Great Western Railway servants stationed there, for working the traffic over that Junction:

The West London Trains may only cross the Great Western Line at the regular times of opening above-mentioned, except under peculiar circumstances, and with the precautions herein-after mentioned.

In all cases, the Danger Signals must be shown both Up and Down the Great Western Line before the Barriers across the West London Junction are opened or the West London Train or Engine allowed to pass.

Should any emergency, such as a break down, &c., render it necessary that an engine from the North Western Railway should pass later than these times, and there is no train due either way on the Great Western Railway for fifteen minutes, the barrier may be opened to allow it to pass.

In the event of the Trains on the Great Western Railway, Up or Down, being delayed so that they are not punctual, and there is a North Western Train ready and waiting to cross the Great Western Line at the West London Junction, the policeman on duty is authorized to put on his Danger Signals to stop any Great Western Train Up or Down, and then open the Barrier to allow the North Western Train to pass.

This rule may not however apply to Express Trains. The North Western Trains must not be allowed to cross when any of the Express Trains are due; unless notice be sent that anything has happened to prevent their passing in due course.

The Up Express Trains are due at Paddington at 11.25 A.M. and 6 P.M., and the Down Express Trains start from Paddington at 9.40 A.M. and 4.50 P.M.

This West London Junction is protected by day and night signals, for the up and down lines of the Great Western Railway, which signals, in very clear weather, can be seen for long distances; and a distant signal for the up line, worked from the Junction, is placed ½ mile west of the Junction. In addition to signals at the Junction, the West London line has distant signals, worked from the junction, north and south of the Great Western line. As an additional precaution for the safe working of this Junction, the Great Western Railway Company, in July 1854, established a second distant signal, 2,519 yards west of the Junction, and worked by a signalman placed 1 mile west of the Junction, with instructions to repeat on his distant signal, situated in the Acton cutting, the signal exhibited on the junction signals. I transcribe a copy of these instructions to this repeating signalman.

(B.)

NEW UP-SIGNAL IN ACTON CUTTING.

Paddington, August 9, 1854.

The object of this signal is to repeat the signals at the West London Junction, so as to give a longer distance for up-trains to stop, in the event of the line at the Junction being obstructed; this signal will always, therefore, show the same signal as those at the Junction.

Should the signal at the Junction show danger, when an up-train is due, the policeman at the signal in Acton cutting, will put two detonators on the rails in addition to putting his danger signal on.

(Signed) G. N. Tyrrell, *Superintendent.*

No trains pass along the West London line at an earlier hour than about 6.15 A.M., or at a later hour than 6.15 P.M., and in consequence the Great Western signalmen, at the West London Junction and 1 mile west of it, come on duty at 6 A.M., remain during the day, but are taken off at night. The junction signals for the Great Western line are provided with lamps, but neither of the two distant signals have them. The junction signal lamp cannot be seen from the repeating signalman's box, and although it is not mentioned in the instructions (paper B.), it is stated that the signalman *had been told* to walk up the line during *foggy* weather, until he could make out the state of the junction signals, placing his signal at "danger," and two detonators on the rails whilst absent from his box, and then to return to his box, and set his own distant signal to correspond with the junction signals. It is not, however, clear whether paper B. refers solely to the junction signal or to the distant signal worked from it.

It has already been stated that these distant signals are not furnished with lamps, so that, *at the present season of the year when it is not light at* 7.0 *A.M.*, both of these distant signals on the up Great Western line, west of the West London Junction, are worse than useless, and do not, when it is dark, indicate danger to an advancing train; and though a second signalman and a second distant signal have been introduced, and the man has been directed to repeat signals, which he cannot see, from the spot at which the repetition must be made, yet he has not been furnished with proper means of repeating those signals, even if he could see them; and thus the West London Junction at times is solely protected by the junction signals. The signal arrangements westwards along the Great Western line, for the greater security of this crossing, are very good during the day and during clear weather, when they *are not so urgently required*, inasmuch as the junction signal can then be seen seven-eighths of a mile from the crossing; but they are entirely inefficient when it would be of the greatest importance that reliance could be placed on them to give accurate information to the drivers, viz., when it is not daylight or during foggy weather.

About two years since the Great Western Company established telegraphic communication between this crossing and Paddington on one side, and to Ealing westwards on the other, but it is not used in a manner calculated to conduce to the greater security of the crossing.

The particulars relating to the collision are as follows:—

The barriers were raised and the north distant signal turned to "all right" for a North Western train to pass down from Willesden at about 6.15 A.M. on the 28th November, the Great Western signalman having previously placed his junction and west distant signals at "danger," to prevent an up train on the Great Western line coming forward to the crossing; and about 6.20 A.M. the signalman became aware that a Great Western up train was advancing, and he walked towards it to the arch of the over bridge that carries the road over the railway, about 50 or 60 yards distant; but observing that, although the train was coming up very slowly, it was slipping very much on the rails, he ran back towards the crossing and showed the "red" light of his hand-lamp towards the North Western train then rapidly descending the incline, and as he ran the Great Western train came up with him, and the guard's break-van had just reached the West London line when it was struck by the other guard's break-van in front of the North Western train, which was travelling about 20 miles an hour with the engine in the rear, and the Great Western break-van was carried southwards some 50 yards along the West London line.

A guard of the London and North Western, who was riding in the break-van, was unfortunately killed, and the Great Western guard very severely injured. The North Western van was completely destroyed, and 7 or 8 of the coal

Great Western Railway.

Collision at the Level Crossing of the West London Railway.

waggons were very much damaged in addition to the van and 5 or 6 trucks belonging to the Great Western, and the line was blocked for about 3 hours.

The Great Western train, which had caused this accident, proved to be the 4 P.M. up goods train from Bristol, about $5\frac{1}{4}$ *hours behind* its proper time. This train left Bristol 25 minutes late with a goods engine and 40 loaded waggons, and it reached Swindon at 7.15 P.M., or 1 hour late, having taken on 10 waggons at Bath and Chippenham, and put off 12 at Chippenham, arriving at Swindon with 38 waggons. It left Swindon, assisted by a passenger-engine, with 66 waggons at 9.10 P.M., still 1 hour late, and took on 19 waggons at Farringdon Road, Didcot, Wallingford Road, Goring, and Pangbourne, and dropped 7 at Didcot and Reading, leaving the latter place with 78 waggons at 1.20 A.M., or 2h. 20m. late, the stoppages at Goring and Pangbourne being extra. Between Reading and Twyford one of the pumps of the goods engine got out of order, and the train reached Twyford at 1.50 A.M., at which place, according to the goods' time bill, it was not appointed to stop. It was detained at Twyford in consequence of the engine being out of order and waiting for other trains to pass till 4 A.M., and having taken on 16 and dropped 4, left with the load increased to 90 loaded waggons. One was left at Slough, and 21 at Southall, where it was not appointed to stop, according to the time bill. The driver of the leading engine states that there was a heavy dew and the rails were very slippery; that they met the 6 A.M. down passenger train at the west end of the Acton cutting, farther west than the repeating distant signal; that he could not see this distant signal as it was dark; but when he got between it and the signalman's box, he saw a *white* light pass over from the north to the south side of the line, but only caught a glimpse of the man as he passed him; that he kept a good look out and saw the distant signal worked from the junction as he passed it, but could not distinguish whether it was at "danger" or not; that he had got 150 yards inside this distant signal before he could see the junction signal, which he found at "danger;" that he immediately sounded the guard's whistle, reversed his engine, and did all in his power to stop; and that the second engine was just clear of the crossing when his train stopped.

This statement is confirmed in the most essential point by the repeating signalman, who admits that he showed a "white" or "all right" light from his hand lamp, to the goods train, which act gave the driver greater confidence to proceed.

The repeating signalman, who is 21 years of age, states that he was put on duty to work the repeating signal on the 5th November, having previously been employed as a signalman for five weeks at Ealing; that he thought the opening of the West London line took place at 6.55. A.M., instead of closing at that hour; that he was in the habit of walking up the line at 6.55 A.M., but could generally see the distant day signal before he could make out the junction signal, and he does not think he ever saw the junction light during the whole time he was there before he saw it on the morning after the accident, when one of the officers of the Company attended to ascertain how far up the line a person must walk to see the light at the junction, when the distance was found to be 150 yards from his box; and that it had never been explained to him that it was part of his duty to walk up the line until he could see the junction signals. This young man is admitted to have properly attended to his duty during the day; he appeared to be intelligent, and the fact of his showing a "white" light to the goods' train must have arisen from ignorance, forgetfulness, or neglect of his duties, unless he did it from improper motives. I do not think there are any grounds for suspecting that he did it from any improper motive. It is further stated that this was the only goods train that had passed his box between 6 and 7 A.M. prior to the accident in November.

The papers A. and B. placed in the repeating signalman's box do not show an inexperienced signalman the hours when the West London Junction is free for the passage of the London and North Western trains, or the manner in which his duties are to be performed; but assuming that the repeating signalman's statement is not to be depended on, as regards his knowledge of the proper time for opening the West London line, and that as he received verbal directions regarding the proper performance of his duties during *foggy weather*, and that in consequence he was greatly to blame for not having walked up the line whilst it was dark, and ascertained the state of the junction signals, instead

of showing a "white" light to the goods train; still even these assumptions will not explain away the faulty arrangements made by the Company's management. To enable signals to be properly repeated, mechanical means must be employed, by which the signal can be seen, at all times and under all circumstances, at the spot from which the repetition is to be made; or it may be easily effected by the aid of the electric telegraph. Under the existing arrangements, the repeating signalman in the daylight, during thick fog, or on a dark foggy morning, would have to walk nearly half a mile and back, before he could set his distant signal; and by the time he had got back to his signal, some change might have been made at the junction signals.

The placing an inexperienced young man but two months in the employ of the Company, in charge of so responsible a duty as the repetition of signals to cover a crossing so dangerous as this was known and admitted to be, and the omitting to exhibit lamps on the distant signals during the winter months, so as to make them available before it is daylight, are circumstances of such an extraordinary character as to be difficult of belief; but these facts are undeniable, and the death of one man, and severe injury to another, has directly resulted from such unfortunate arrangements.

I was given to understand that the Great Western Railway Company's management contemplated the removal of the signalman's box 300 or 400 yards farther east, to remedy the present evils; but, from what I have already stated, it will be apparent that the exigencies of the case will not be provided for by this alteration.

I should also remark on the very great want of punctuality in the arrival of the goods train, and to the fact of its having been augmented to 90 loaded waggons when leaving Twyford; such very large trains become very unmanageable when shunting operations have to be performed, and these operations are then attended with a great loss of time; and incidentally I should mention that the practice of placing a break at the rear of the train would be advantageously followed on the Great Western Railway.

I have also to observe on the dangerous practice now followed by the London and North Western Railway in sending their trains along the West London line from Willesden to Shepherd's Bush and Kensington Basin with the engine behind. There are no facilities for changing and reversing the engine at Shepherd's Bush and Kensington Basin, but as extensive alterations are in progress at these places there can be no difficulty in now adding them. I do not say that this collision would have been avoided had the North Western engine been in front, but I do think the loss of life might not have occurred, and I would suggest for their Lordships' consideration that the attention of the Directors of the London and North Western Railway Company should be called to this subject.

Having shown that the Great Western management must be considered responsible for having caused this collision:—

1st. By the defective arrangements connected with the signals at the West London Junction;

2d. By placing an inexperienced young man in charge of the repeating signal, without having furnished him with adequate instructions for the performance of his duties; and

3d. By the arrangements connected with the goods train, and the great want of punctuality in the time of its arrival.

I shall now proceed to state in what manner the junction may be properly protected in future.

The best mode would be to work the traffic between Ealing and the junction by means of the electric telegraph, permitting no up train to pass Ealing until the junction was reported to be unobstructed by the North Western trains; but if the Great Western Railway Company are not prepared to do this, then the following arrangements would be suitable:

1st. The repeating signalman should be moved to the spot at which the distant signal is worked from the junction; and he should be furnished with the times at which the trains which regulate the opening of the West London line should pass his post.

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2d. Both distant signals should be furnished with lamps during the winter season.

3d. The repeating distant signal should be kept at "danger;" and prior to its being turned off by the repeating signalman, the latter should make known to the signalman at the junction that an up train was coming forward to the junction; otherwise a special train might interfere with the usual hours for the passage of the West London trains.

4th. The repeating signalman must be provided with the means of communicating with the junction signalman by a back-signal or bell, or both combined.

In conclusion, I should observe that what renders this crossing peculiarly dangerous is the steep incline by which the West London descends from Willesden to the Great Western, a distance of about 34 chains, and the impossibility of arresting the progress of a coal train after it has commenced the descent, with the amount of break power usually applied to these trains. As there is no interchange of traffic between the two Companies at this crossing, the public safety would be most effectually secured by carrying the West London line over the Grand Junction Canal and the Great Western Railway; and I believe the matter has been brought before the Directors of the two Companies for their consideration by the desire of the Coroner who inquired into the particulars of the death of the North Western guard.

I enclose two tracings of the West London Junction.

I have, &c.

Capt. Galton, R.E.
&c. &c.

W. Yolland,
Lieut.-Col. Royal Engineers.

Lancaster and Carlisle Railway.

Accident near the Carnforth Station.

LANCASTER AND CARLISLE RAILWAY.

Railway Department, Board of Trade,
Whitehall, November 23, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieut.-Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the accident that occurred to the mail train from Aberdeen, on the 28th October, near the Carnforth Station on the Lancaster and Carlisle Railway.

My Lords would be glad to learn the views of the Directors upon the recommendation of the inspecting officer, that in addition to the examination of the coverings of goods waggons, as is the present practice, an examination should be made at each end of the railway of the manner in which the goods are stowed in the waggons.

I am, &c.

The Secretary of the
Lancaster and Carlisle Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
2, Parliament Street, November 22, 1855.

Sir,

In compliance with the instructions of the 31st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident which occurred on Sunday the 28th October, about six miles north of Lancaster, on the Lancaster and Carlisle Railway, to the up night mail from Aberdeen to London.

The engine-driver of that train, of ten years standing as a driver, states, that he was proceeding at his usual speed of from 35 to 40 miles an hour, when just as he was about to put on more steam, on passing off a falling gradient of 1 in 131, to a level piece of road about one mile north of Carnforth Station, or six miles north of Lancaster, a little after 9.0 p.m., the engine suddenly jumped off the rails, and after running about 100 yards by the side of the rails, ran

down the slope of an embankment of about 9 or 10 feet in height, and finally stopped and sunk in a boggy piece of land lying to the *east* of the line, 60 yards further on. The engine was followed by the tender and the guard's break-van; the former was found lying on the slope of the embankment, and partly resting on the corner of the engine, and the latter was a little in advance of the engine, with its wheels uppermost. The second-class carriage, next to the break-van, ran across the down line, and down the slope of the embankment into a field on the *west* side of the line, and stopped about 60 yards in advance of the engine. It stood on its wheels, but the body part of the carriage had been very much damaged. The next carriage in the train was a first-class, which was found about 90 yards further on than the engine, standing across the down line, and opposite to it, on the *eastern* slope of the embankment, was the post office van, lying on its side. The remaining three carriages stood in the same order as when forming part of the train, the first being over the edge of the *eastern* slope, and the last on the road, but off the rails.

Two or three rails of the up line were bent, and some chairs were found broken, and one of the rails of the down line was altogether displaced.

One passenger had his collar-bone and the small-bone of one of his legs broken, and five of the other passengers were a good deal bruised and shaken. They are believed all to have ridden in the second-class carriage which was so much damaged. The guard, who rode in the van next the tender, and the engine driver, were also a good deal bruised and shaken; and the latter appears to have had a very narrow escape, as the tender mounted on the foot-plate of the engine as the latter ran down the slope, and he was jammed between it and the fire-box, and was only enabled to shut off his steam. As the engine ran down the slope, the wires of the telegraph caught the safety valve and caused a large quantity of steam to escape.

Immediately after the accident occurred the necessary steps were taken to prevent the passage of any *up* or *down* trains, and in about an hour and a half the resident engineer of the line, accompanied by the superintendent of police, arrived with a train from Lancaster, and the passengers were placed in it and taken on to that station.

The resident engineer then proceeded to make a minute examination of the state of the line, for the purpose of ascertaining what had caused the train to be thrown off the rails; and the position of the several carriages which I have already detailed was obtained from that gentleman's description of what he found when he reached the scene of the accident.

About 170 yards north of the spot at which the engine sunk in the bog, there is a private level crossing, with a small cabin close to, but south of it, on the west side of the line. A bale of spun flax or jupe was found near this cabin, *west* of the *down* line, and a second bale was found about 50 yards still more to the north, on the *west* slope of the embankment; both of these bales were sound and undamaged, each being about 3 feet long by 1 foot 2 inches square; and portions of a *third bale* were discovered entangled among the *wheels* of the *tender* and *guard's van*, and lying about the rails. The engine was imbedded in the bog to the under side of the boiler, and I could not learn whether any of the flax was entangled in its wheels, but some was found on the *right hand side of* its *frame* near the fire-box. Wheel marks were traced on the ballast to within a few yards of this level crossing, where one bale was found. The guard irons in front of each engine, reach to within $2\frac{1}{2}$ or 3 inches of the rails, and they would suffice to throw aside any hard substance placed on the metals; but if a bale of this spun flax had laid across a rail, I imagine the point of the guard would be forced into the flax, which would then be drawn under the leading wheel of the engine, and thus serve to elevate it, and cause the engine to quit the rails. Something of this kind must certainly have happened, otherwise the *third* bale would have been found, like the others, *undamaged*.

The engine was one of the London and North Western ordinary engines, having six wheels, with outside cylinders; it had been several years running on this line, and had been driven by the same driver for three years; and he describes it as being in very good order, and as having been recently repaired. The gauge of the line is stated to have been good.

From the information I was enabled to obtain, I have no doubt that the bale of spun flax was the obstacle that caused the engine and tender, &c. to be

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Accident near the Carnforth Station.

thrown off the line; it is therefore important to ascertain in what manner these bales got on the line.

The Lancaster and Carlisle Railway forms a link in the western chain of railway communication between England and Scotland, connecting the London and North Western and Caledonian Railways. It receives packed goods in waggons at one extremity of the line from one Company, and delivers them at the other to another; but does not examine into the contents of the several waggons, and passes them on with the invoices which accompany them, without comparing the invoices with the goods in the waggons.

The state of the waggons is however looked to, to ascertain that the goods are properly secured by tarpaulins placed over them; and a register of the number on each empty or loaded waggon in every train is kept at each extremity of the line. The invoice sent with the goods particularizes their nature, and the waggon or waggons in which each consignment is placed.

When I made my inquiry at Lancaster on the 9th instant, the officers of the Lancaster and Carlisle Railway Company were unable to state to whom these bales belonged, or by what train they had been sent; but they were still engaged in making inquiries on the subject, and were to communicate to me the result, and I have delayed this report to the present time in the expectation of being enabled to state the facts with greater precision than I can now do. Had the goods been very valuable, and no accident taken place, there would probably have been no difficulty in the matter, as they would certainly have been claimed, and the claim would have been duly forwarded from one Company to another, for the purpose of tracing them; but as the clearing house regulations direct, that the "admitted damage" caused by goods falling off a truck, is to be borne by the mileage from the point of starting to the point at which the accident occurred, "unless the fault can be traced to any particular Company," and as the damage done on this occasion must be considerable, there is little prospect of the Company sending this flax making inquiries after the missing bales, which are of comparatively little value. The copies of the invoices transmitted to the clearing house do, however, afford the means for ascertaining what Company sent these bales, and I am surprised that it has not yet been made out.

The line of railway should have been inspected by a platelayer, in the morning and in the evening of the day (Sunday) on which the accident occurred, it was done in the morning, but the platelayer neglected his duty, and omitted to do it in the evening, and it remains uncertain up to what hour the line was clear.

An up goods train passed over the same line of rails about noon, and a down goods train passed the spot a few minutes after 8 p.m. on that day; and as one of the bales were found on the *west* slope of the line, it is probable that they dropped from the down train.

I was informed that the tarpaulins were all properly secured to the frames of the waggons belonging to this train before it started from Preston; that after leaving six waggons at Lancaster, the supercargo in charge carefully examined every waggon, and found them all properly secured; and that when the train reached Oxenholme, 19 miles north of Lancaster, he was not aware that any thing had been lost on the road, and none of the tarpaulins were found to be loose.

It was most fortunate that an accident of this nature, happening to a train proceeding at such speed, was not attended with worse consequences to the passengers and servants of the Company. It appears that the examination of the fastenings of the tarpaulins stretched over the waggons, does not effectually secure the public from a repetition of this kind of accident, and, in my opinion, Railway Companies, like the Lancaster and Carlisle, which have a large amount of through goods traffic, can only provide for the safety of the public, by causing proper examination to be made at each extremity of their line, of the manner in which the goods to be conveyed in the various waggons are stowed.

I have, &c.
W. Yolland,
Lt. Colonel Royal Engineers.

Captain Galton, R.E.
&c. &c.

LONDON AND NORTH WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, December 22, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report made by Lieutenant-Colonel Wynne, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the collision that occurred at the Heaton Norris Station on 13th October.

My Lords direct me to point out that the inspecting officer states that this accident has resulted from a fast train having been allowed to follow a slow train at a short interval of time without any warning of the proximity of the slow train having been given to the driver of the fast train.

And that the inspecting officer attributes the fact of the train having been so started, and the driver not having been warned, to the absence of proper arrangements at Manchester for controlling the starting of trains.

The inspecting officer also observes that the goods train was very unpunctual, and that its unpunctuality was due to mismanagement.

My Lords trust that the Directors of the London and North Western Railway will give their careful consideration to these remarks, as well as to the recommendations of the inspecting officer that the line between Manchester and Heaton Norris should be worked by the electric telegraph.

I am, &c.

Douglas Galton,
Captain Royal Engineers.

The Secretary to the
London and North Western Railway Company.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, December 5, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident that occurred at the Heaton Norris Station on the London and North Western Railway, on the 13th October.

It appears that the 11 p.m. goods train from Liverpool was upwards of two hours late in reaching Manchester. This necessarily produced a considerable delay in its departure from that place, which it did not leave till 4.8 a.m., when it was despatched by the pointsman, being only sixteen minutes in advance of the time at which the morning up mail train was due to start from thence. The goods train consisted of 33 waggons; the first place it was timed to stop at was Stockport, $5\frac{3}{4}$ miles from Manchester, but as it was questionable that it would reach that place sufficiently in advance of the mail train, the driver resolved to shunt his train into a siding at Heaton Norris, half a mile short of Stockport. The time allowed between Manchester and Stockport for goods trains is twenty minutes, and, allowing for reducing speed to stop at Heaton Norris, it would take full that time to reach the latter place. As the mail train is timed to pass Heaton Norris in eight minutes, the driver of the goods train left himself but a bare margin of four minutes to get his train out of the way at Heaton Norris, an amount of time quite inadequate for the purpose, (taking into consideration the casualties to which the component parts of a goods train are peculiarly liable,) even supposing he had that time clear before him after his arrival at the station; but when this four minutes margin was to cover the casualties of the way arising from slippery rails, &c., it can only be regarded as having been a most hazardous undertaking.

I shall now relate what did occur: The mail train was dispatched two minutes after time; this would increase the margin for the goods to eight minutes, but unfortunately the casualties of the road caused the goods train to take twenty-six minutes to reach Heaton Norris, and it had hardly drawn up there, and had not even commenced to shunt when it was run into by the mail train.

The goods train carried a tail lamp, which the driver of the mail train excuses himself for not noticing on account of its being set on awry; and he says he could not therefore see the light of it until he was close upon it; he states further, that he received no warning of the goods train having started so short a time in advance.

London and North Western Railway.

Collision at the Heaton Norris Station.

Heaton Norris, besides being a station, is also the point of junction of a branch connecting the Manchester, Stockport, and Crewe Branch with the line to Huddersfield, and it is protected by junction as well as distant signals; the latter are not maintained at "danger," as in my opinion they ought to be. The signalman states that he saw both trains approaching at the same time; as soon as the first (the goods) had passed the distant signal, he turned it on, but it was either not seen by the driver of the second train, or he was so close upon the other train, that he had passed the post before the signal was turned on.

As there are three intermediate stations between Manchester and Heaton Norris, the question arises, why no danger signal was shown at any of them; the answer is, that being small stations, they are shut up between certain hours of the night and morning; had the one nearest to the junction been open, the collision would in all probability have been avoided.

The circumstances connected with this accident to which I would draw attention, are,—

1st. The lateness of the arrival of the Liverpool goods train at Manchester, which was the primary cause of the accident. The reasons which have been assigned for this want of punctuality are, that there was one hour fifteen minutes delay in starting from Liverpool, waiting for an assistant engine, then fifteen minutes slow travelling going up Whiston Bank, afterwards forty minutes delay at Liverpool Road waiting for the numbers of the waggons to be taken; all these delays, with the exception of the quarter of an hour slow travelling appear to be due entirely to mismanagement.

2d. The despatch of the goods train from Manchester by a pointsman. To leave a matter of so much importance, as the time that a slow train may be dispatched in advance of a quick one to the judgment of an inferior servant, appears to me a very reprehensible proceeding, and the absence of proper control in similar cases has been productive of some of the most serious accidents we have upon record. I have no doubt that the driver was quite as much to blame in going on, as the pointsman in allowing him. It can be well established from the records of this office, that drivers, particularly at night, will run the greatest risks to avoid being delayed on their journies, and it is therefore of the utmost importance to the public safety, that when the regulated time between a slow and a quick train has been greatly reduced, the question whether the former be allowed to proceed, should be submitted to competent authority; and not doing so, implies great neglect in the management.

3d. No communication was made to the driver of the mail train that the goods train was such a short time in advance of him. Had he been aware of the fact, he would probably have driven with more caution; but this negligence naturally resulted from the previous mismanagement, viz., intrusting incompetent persons to dispatch a train who were incapable of appreciating the risk they were incurring.

Although I do not think it would have in any way prevented the collision had the normal state of the distant signals been to indicate danger, yet, under ordinary circumstances, I am of opinion that the junction, which is an extremely dangerous one, would be much better protected if the distant signals as well as the junction signals were kept to indicate danger, except during the passing of a train; and I am further of opinion, that, as all the intermediate stations between Manchester and Heaton Norris are closed at night, it would be very desirable to work the train by telegraph, as practised on some other parts of the London and North Western Railway.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col., Royal Engineers.

Collision at the Berkhampstead Station.

Collision at the Berkhampstead Station.

Railway Department, Board of Trade,
Whitehall, January 28, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report that their Lordships have

received from the officer appointed to report upon the circumstances attending the accident that occurred, on the 13th October last, at the Berkhampstead Station of the London and North Western Railway.

My Lords are surprised to learn from this report, that the system of telegraphing trains, which appears to have been recently adopted by the London and North Western Railway Company, is not so framed as to ensure that trains following each other on the same line of rails shall be separated by an interval of *distance*, as is recommended in the circular letter from this department of the 12th August 1854; but that this system allows even the interval of *time* to be diminished, which the regulations of the Company formerly required should be maintained between trains following each other; and I am to point out that, in the opinion of the inspecting officer, the elements of danger in the system of telegraphing trains now in force are greater than in the system of working by signals formerly in use.

My Lords trust that Lieutenant-Colonel Wynne's observations upon this subject, as well as those upon the want of instructions as to the use of the distant signal at the Berkhampstead Station, will receive the careful consideration of the Directors of the Company.

I am, &c.

The Secretary to the London and North Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade, Whitehall, January 22, 1856.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with a collision that occurred at the Berkhampstead Station on the London and North Western Railway on the 13th October, between a coal train and a goods train, both proceeding to London. It appears the former had reached the Berkhampstead Station at 6.30 a.m., being 45 minutes after time. It was detained there seven or eight minutes detaching some waggons that had to be left there; just as this was finished and the train about to start, it was run into by a goods train from Manchester which was 15 minutes behind time.

The Berkhampstead Station is protected by a main or station signal and by auxiliary signals on the up and down line, the latter one placed between 500 and 600 yards distant; that on the up line was not visible more than 200 yards off at the time of the accident, owing to some intervening object on the line which has since been removed, and the signal has also been placed in a more favourable position for sight. The driver of the goods train says he saw the auxiliary signal showing *green* when he was about the distance from it I have named, and as the instructions say, that whenever green is shown at the auxiliary the main or station signal is at red, it was the duty of the driver to reduce his speed so as to draw up at the station. There was, however, other evidence which can hardly be doubted to show that the auxiliary signal stood at *red*, therefore there appears to be no excuse for the driver not having pulled up as quickly as possible, except that it is a new feature for the auxiliary signal to show red, as until lately it was constructed to show one colour only, green, and since the signals have been altered to show both red and green no fresh instructions have been issued on the subject to warn drivers to expect a signal to oblige them to stop before reaching the station; and, as the sun was shining directly in the driver's face, he may have only been able to discern the signal without distinguishing its colour; the gradient was a falling one, the rails slippery, and he miscalculated his break power, and thus brought his train into collision.

The London and North Western Railway Company have, within the last few months, at great expense, put up a telegraphic communication to all the stations on the southern part of their line, with the professed purpose of signalling their trains between the stations.

The object which one would suppose a Railway Company desired to attain in erecting so expensive an auxiliary as the telegraph would be to hinder trains from running into one another, by preventing one train from going on to a certain

London and North Western Railway.

Collision at the Berkhampstead Station.

length of railway, until it had been ascertained that the preceding train had passed off it; such is the mode adopted in working trains through tunnels with the aid of the telegraph, and such is in general the notion conceived by all persons conversant with the subject, when they hear that the telegraph has been established at all stations, as an element for working the train safely; but the London and North Western Railway Company have adopted quite another system, they allow any number of trains to pass on to a telegraph length, taking only the ordinary precaution of exhibing a danger signal for five minutes, and a caution signal for five minutes longer after each train has passed.

If within the first interval another train succeeds, it is stopped, cautioned, and then immediately allowed to go on without waiting the expiry of the five minutes. The only use that is made of the telegraph apparatus, is for one station to communicate to the succeeding one, and so on, the description of train that has passed, and the station that has received the message is expected to write down the description on a slate, and then to cross it out when that train has gone by. When the last of these signalled trains has passed, what may be designated No. 2. station, signals back "line clear;" until this information has been communicated, No. 1. keeps his signal at danger or caution, according to the interval of time that may have elapsed since the passage of a train.

The advantage which it is supposed will be derived from this system of telegraphing, is, that the drivers being made aware that there are trains on the short telegraph lengths, lists being furnished to them of these lengths, "they will have their engines in sufficient command to be able to stop at any moment." This rule may sound very well, but the framer of it must have known that in ordinary cases it would be one impossible to comply with, as a train of any weight proceeding even at a reduced speed, could not be stopped under several hundred yards. The present collision is a case in point; according to the guard's way bill, the goods train appears to have been travelling at a moderate speed, and yet the driver was unable to bring up his train in 500 or 600 yards, and his train was a comparatively light one; how much more serious would have been the consequences had it weighed 200 or 300 tons, for it must be recollected that the break power of goods and mineral trains is quite disproportioned to the momentum with which it has to deal.

The London and North Western Railway Company, though they have introduced a system of telegraphic signalling in conjunction with the working of their trains, have retained the ordinary system of making safety dependent wholly upon the discretion of their drivers, at the same time rendering their task more difficult than ever by introducing a rule which I have shown it to be impossible for them to comply with, and shortening the intervals between the trains, by allowing trains merely to draw up at the danger signal, and then to proceed. I annex a copy of the instructions for trains working in conjunction with the telegraph signals issued by the London and North Western Railway Company, as I may perhaps have mistaken their application, or overlooked some element of safety they contain; but the view I entertain of the new system, for which a very great expense has been incurred, is that the elements of danger are greater than in the old.

I have thought it necessary to go this length into the subject because their Lordships have frequently recommended the application of electric telegraph signals as a valuable auxiliary to safety in preventing collisions, and its failure in doing so under the system of the London and North Western Railway Company, might be attributed to the instrument instead of to the system adopted.

I have, &c.

GEO. WYNNE,
Lieut-Col. Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

GENERAL INSTRUCTIONS for Electro-Telegraphic Train Signals.

1. THERE are two Telegraph Instruments in each Signal Station, generally in the same hut; one being devoted to the Down Line, and the other to the Up Line—the Line to which they refer being marked upon them. Each Instrument has two dials, one communicating with the Up Station, and the other with the Down Station, as engraved upon the Instruments.

There are similarly two Signal Posts of the usual description.

2. A Signal is made by permanently holding the needle over to the right or left, and attention is called by continually moving the needle to the signal required.

3. If the needle suddenly becomes vertical, and no motion of the needle takes place on moving the handle either to the right or left, it indicates either that the Telegraph is broken down, or that the wire is disconnected by the Guard of some Train travelling upon the Line, to warn the Signalman that the Line is blocked. Under such circumstances, no other Train must be allowed to proceed on that section of the Line, without being stopped by means of the Signal-post, and the Engineman and Guard warned of the danger.

Each needle, therefore, makes three Signals:—

1. Needle to the left, signifying "Train on the Line."
2. Needle to the right, signifying "Line Clear."
3. Needle vertical, signifying "Line blocked and impassable."

4. On the approach of an Up Train, the Signalman is to ring the bell of the next Up Station, to call attention, and to continue moving the needle backwards and forwards, until he receives a response. Upon hearing the Bell, the Signalman at the other, or No. 2, Station, holds the needle over for a moment, to show that he is in attention. No. 1 Station Signalman then gives two slow and very distincts ticks with his needle to the left, if it be a Passenger Train, or Single Engine; or three slow and distinct ticks if it be a Goods, Coal, or Cattle Train that is passing his station. No. 2 Station Signalman repeats the signal, to show that he understands it correctly, and then blocks his needle over permanently to "Train on the Line," and leaves it there until the Train arrives at or passes his Station.

If another train arrives at No. 1 before the previous one has been Telegraphed as having passed No. 2 Station, No. 1 Signalman is again to ring the bell, and call the attention of the man at No. 2 Station, and Signal the Second Train in precisely the same manner as previously directed; and similarly, if a third or fourth train should pass his Station.

On the man at No. 2 Station receiving notice that another Train has arrived at No. 1 Station before the first Train has passed his Station, he is to acknowledge the Signals, as before described, and to enter on his slate the description of both the Trains which are still on the Line between him and No. 1; and similarly, if a *third* or *more* Trains be announced to him as having entered his length.

As the Trains pass his Station, he will cross them off his slate one by one, and be careful not to Telegraph the Line as clear, *until the last of the Trains has passed.* When all the Trains have passed No. 2, and the Length between him and No. 1 is clear, he calls No. 1, by ringing his bell, and shaking his needle, which is to be acknowledged by No. 1, as before directed. No. 2 Signalman then holds his needle over to the right for a moment, to denote "Line Clear," which No. 1 Signalman is to repeat, and then to block his needle over to the same signal. No. 2 is not to take his eye off the instrument until he sees that No. 1 has blocked his needle over correctly.

5. Down Trains are to be telegraphed in precisely the same manner as described in Rule 4, for "Up Trains."

6. The approach of a Train is thus always preceded by the ringing of a bell, and its departure is similarly signalled on by the ringing of the bell at the succeeding Station; the necessary signal is then given, and the Signal remains permanent until the Train departs from the next Station which it is approaching.

7. The dials show at all times, and at every Station, whether there are any Up or Down Trains, between the next Up and Down Stations.

8. No obstruction to be allowed on the Line, if the dials indicate the approach of either Up or Down Trains.

Instructions to Signalmen.

9. In order to ascertain that your Telegraph connections are right, upon coming on duty you are to call the Stations upon each side of you, in the following manner:—

First, call the Up Station by its bell; then slowly and distinctly move the Up Line needle, first to left, then to right; then to left, then to right again, counting uniformly 1, 2, 3, 4, as the needle moves. The other Station will repeat this signal in the same order, to show that everything is right. Proceed similarly with the Down Line needle; then call the Down Station by its bell; and proceed in the same manner with the two needles communicating with that Station.

10. You will similarly acknowledge every such Signal which may be made to you; and these Signals may be repeated whenever you have any doubt as to your instruments.

11. In case of any uncertainty as to a Signal, or if the needle which belongs to the next Station is vertical, keep your Signal Post to danger, and warn the Enginemen and Guards, that the Telegraph denotes that a train is standing on the Line, and that the Line is impassable somewhere between you and the next Station.

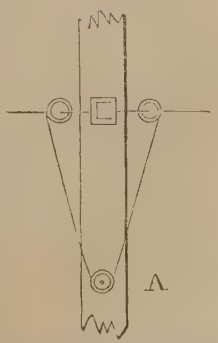
Instructions to Engine Drivers.

12. On approaching a Telegraph Signal Station, should the Signal be at danger, you are to bring your Engine to a stand at the Signal, and wait verbal instructions from the Policeman in charge.

Should the signal be at "Caution," you must have your Engine in sufficient command to be able to stop at any moment—the signal indicating that a Train is on the Line before you, between that and the next signal station.

Should the Line be clear to the next Station, the Signal will indicate all right.

13. The two bottom Telegraph wires are the Train Signal wires, and are fixed one on each side of the Telegraph Post, the wire on the Down Line side of the post being the wire for the Down Trains, and the wire on the Up Line side that for the Up Trains. Every alternate Telegraph post has a special description of Insulator, belonging to these two lower wires, with a loop of small wire joining them, as shown in the sketch.



14. Should your train break down and obstruct the Line, the Guard of your Train will immediately proceed to the nearest Telegraph-post having these White Porcelain Insulators, and breaking this small loop wire at A (as shown in the sketch), either on the Down Line wires, Up Line wires, or both if necessary; will thus give notice of the obstructions to the Stations on each side, so that all other Trains will be cautioned.

The Guard will not, however, neglect the usual precautions taken in such cases to stop approaching Trains as set forth in the Company's Rules and Regulations.

15. Before the Train starts again on its journey, the Guard is to see that the small loop wire which had been broken is again connected with the main wires, which is easily done, by twisting their ends together. He is also to leave a written notice at the first Station, that the Station Master may apprise the nearest Electric Telegraph Company's Station, in order that a Lineman may proceed to the spot, and make the connexion permanent.

Every derangement of the wires or apparatus is to be reported in the same way.

16. Should an Engine, travelling without a Train, come to a stand, the Fireman is to perform the duty pointed out for the Guard.

London and South Western Railway.

Accident at the Hampton Court Station.

LONDON AND SOUTH WESTERN RAILWAY.

Railway Department Board of Trade,
Whitehall, December 15, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by them to inquire into the circumstances which attended an accident to a passenger carriage at the Hampton Court Station of the London and South Western Railway on the 8th ultimo, and to state that my Lords trust that the Directors will give their consideration to the recommendations contained therein.

The Secretary of the
London and South Western
Railway Company.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, December 14, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with a carriage being thrown off the rails when entering the Hampton Court Station, on the 8th November.

The Hampton Court Station is the terminal one of the Hampton Court branch; all trains stop at the ticket-platform, and the engine is then detached from the rest of the train, and the carriages are brought into the station by means of a tail rope, which attaches the engine to the leading carriage; a porter then mounts the step of the leading carriage, and, when the carriage has obtained a sufficient impetus, he unhooks the tail rope; the engine then runs through a pair of points, which lead, in one direction to the turntable, and in the other to the station; the points are opened first for the engine to pass to the turntable, and then closed, that the carriages may run up to the station platform. On the occasion in question, the porter failed in his attempt to unhook the rope, the engine went on, and the pointsman, believing that it was all right, closed the points as soon as it had passed; the natural consequence was, that the engine and carriage being thrown on diverging lines, and the connexion between them remaining, the engine dragged the carriage (there was but one) off the rails. This "tailing in," as it is technically termed, is very commonly practised in goods yards, and is also used for bringing carriages into stations; but, where the system is applied to passenger carriages, there should be some more certain agency applied for the purpose of disengaging the rope than the efforts of a porter riding on the carriage step. As I am informed that the number of carriages seldom exceeds more than one or two, there is no reason that the engine and carriages should not be brought to a stand-still close to the points, from whence the latter may be pushed by porters up to the platform, and I am informed that this mode is as frequently adopted as the other. One objectionable feature with regard to the working the traffic into the station exists in the absence of any written or precise instructions as to the manner in which it is to be done, either from the manager or station clerk; where the mode of working is exceptional to the ordinary practice on the line, written instructions should always be issued.

I have, &c.
GEO. WYNNE,
Lieut.-Col. Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

London and South Western Railway,
Secretary's Office, Waterloo Bridge Station,
December 17, 1855.

SIR,

I BEG to acknowledge your letter of the 15th instant, enclosing copy of a report relative to the late accident at Hampton Court Station, which shall be laid before the Directors of this Company.

I am, &c.
L. CROMBIE,
Secretary.

Captain Galton, R.E.,
Railway Department, Board of Trade.

Collision near the Wimbledon Station.

Railway Department, Board of Trade,
Whitehall, December 15, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by them to inquire into the circumstances which attended the collision that occurred on the 15th ultimo near the Wimbledon Station of the London and South-western Railway.

My Lords instruct me to state that they are surprised to learn that the Directors cause their servant in charge of the Malden Station, whose duties require constant vigilance, to be daily employed from between 7 and 8 o'clock in the morning until after 11 o'clock at night.

My Lords direct me to point out to the Directors that it cannot be expected that a man so worked can do his duty efficiently.

My Lords, at the same time, direct me to observe that this accident was due to a fast train having been allowed to follow a slow train at a very short interval of time, and that this dangerous practice arose from the order for starting the slow train from Kingston having been given by an inferior servant, although the regulations of the Company appear to state that the station master is the person entrusted with the duty of directing when trains are to be started.

I am also to observe that this accident could not have occurred had the line been worked by the electric telegraph, in the manner described in the circular letter from this Department of the 12th August 1854; and my Lords trust, therefore, that this subject will again receive the consideration of the Directors.

I am, &c.

Douglas Galton,
Captain Royal Engineers.

The Secretary of the
London and South Western
Railway Company.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, December 11, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with the collision that occurred on the 15th November, on the London and South-western Railway, about 1½ miles south of the Wimbledon station, caused by a passenger train from Hampton Court overtaking a goods train.

The Alton up goods train reached Kingston at 9.27 p.m., one hour and thirty-seven minutes after time. There being then a quick train nearly due to pass the station, the goods train was taken into a siding; as soon as the quick train had passed, the driver of the goods left the siding with his train (at 9.43); he says it was 9.45 when he passed the station clock. The Hampton Court up passenger train was due at Kingston at 9.46, and left the station, according to the guard's statement, at 9.47, which would allow the goods train but two minutes start. The driver of the goods train says, that at 1½ miles from Kingston, he got his speed up to 20 miles an hour, and when within 1½ miles of Wimbledon he was run into by the passenger train. It is laid down in the Company's book of rules and regulations that a goods train is not to precede a passenger train at a less interval than ten minutes; but there is a discretionary power allowed by the 20th rule, which I shall quote as far as it bears on the question:—"This regulation will be subject to modification. . . . . Thus, a light through goods or cattle train in clear weather, with a powerful engine, may be started before a passenger train which is due, should the latter have to stop at all the stations, taking care in this case specially to warn the engineman of the passenger train when it arrives, informing him of the precise time when the goods train was dispatched."

It appears that a consultation took place between the goods driver and the guard, and they determined that as their train consisted of but sixteen empty trucks, and their engine was in good working order, they might precede the passenger train, although the utmost time they could reckon on as a margin was but three minutes. They duly warned the pointsman, who warned the driver of the passenger train, of the time that the goods train had started, but as the night was foggy it is evident they were not justified in starting. I

London and South-western Railway.

Collision near the Wimbledon Station.

enquired whether the station master had been consulted as to the propriety of their going, but the guard stated that that was unnecessary, and the general manager acquiesced in that opinion. Now the distance between Kingston and Wimbledon is $4\frac{3}{4}$ miles, the goods train is timed to travel at the rate of 16 miles an hour, and though the driver says that at the time of the accident he was going 20 miles an hour, it is probable that his average speed did not exceed 16 miles; the passenger train is timed to do the distance in 10 minutes, and if a calculation is made from the above data, it will be found that the passenger train ought to have run into the goods train as nearly as possible at the place it did. Between the place of the accident and Kingston there occurs the road side station of Malden, $2\frac{1}{4}$ miles from Kingston; had the danger signal been displayed there, as it ought, for five minutes, it is probable the collision would have been avoided; but no danger signal *was* shown when the passenger train passed, and this the station master admits, but says he *had* displayed it and kept it on for five minutes after the train passed; as the place of the accident was only half a mile beyond Malden his statement cannot be true.

As I have within a few days reported to their Lordships on a collision on the London and North Western Railway, that happened under circumstances nearly identical with this one, and as the remarks I made on that will equally apply to the present case, I cannot do better than repeat them.

"To leave a matter of so much importance, as the time that a slow train may be dispatched in advance of a quick one, to the judgment of an inferior servant, appears to me a very reprehensible proceeding, and the absence of proper control in similar cases has been productive of some of the most serious accidents we have upon record. It can be well established from the records of this office that drivers, particularly at night, will run the greatest risks to avoid being detained on their journies, and it is, therefore, of the utmost importance to the public safety, that when the regulated interval between a slow and a quick train has been greatly reduced, the question whether the former be allowed to proceed should be submitted to competent authority, and not to do so implies great neglect in the management."

The 20th rule, which I have quoted from the book of printed rules and regulations of the Company, should either be expunged or greatly altered.

With regard to the neglect of duty on the part of the station master at Malden Station in not exhibiting the danger signal there, and to which my attention was more particularly drawn by a letter which their Lordships received and referred to me, and which attributes the accident, in a great measure, to the deficiency of the establishment at that station, I would observe, that 16 trains stop at the Malden Station between the hours of 7.57 A.M. and 11.15 P.M., and that there is but one man to attend to the whole duty of the station, and that he has no exemption from attendance even on Sundays, except that on those days his attendance is about three hours less; he is allowed to be absent one hour for his dinner and one hour for tea; the manager of the line stated to me, that the station was only kept open for the convenience of the public, and that the Company would be very glad to close it. It is very probable they might be glad to do so, but as long as they think proper to keep it open, it is their duty to maintain such a staff as will allow those employed sufficient rest and relaxation. A man who is employed for 16 hours a day without a residence on the spot, and with only a break of two hours for his meals, and no rest on the Sunday, cannot be relied upon to do his duty efficiently.

I have, &c.

The Secretary to the
Railway Department, Board of Trade.

GEO. WYNNE,
Lieut.-Col. Royal Engineers.

London and South Western Railway, Secretary's Office,
Waterloo Bridge Station, December 17, 1855.

SIR,

I BEG to acknowledge your letter of the 15th instant, enclosing copy of a report relative to the late collision at Wimbledon, which shall be laid before the Directors of this Company.

I am, &c.

Captain Galton, R.E.,
Railway Department, Board of Trade.

L. CROMBIE,
Secretary.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

Manchester, Sheffield, and Lincolnshire Railway.

Accident at the Dinting Station.

Railway Department, Board of Trade,
Whitehall, October 16, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the accident that occurred on the 18th ultimo at the Dinting Station on the Manchester, Sheffield, and Lincolnshire Railway.

My Lords trust that the recommendation of their inspecting officer on the subject will receive the attentive consideration of the Directors.

I am, &c.

The Secretary of the Manchester, Sheffield, and Lincolnshire Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, October 4, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 21st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 18th ultimo, near the Dinting Station of the Manchester, Sheffield, and Lincolnshire Railway.

A branch line to Glossop joins the main line of the Manchester, Sheffield, and Lincolnshire Railway at Dinting; and 100 yards from the end of the station platform, there is, on the main line, a viaduct of wood and stone, 450 yards in length, and 127 feet above the lowest point of the valley which it crosses. That part of the viaduct which is built of stone, is surmounted by a parapet of masonry, 3 feet high, inclusive of the coping. The coping itself is nearly on a level with the floor of a railway carriage, and is 1′ 9″ wide, 1′ 9″ higher than the platform at Dinting, and 1′ 6″ horizontally from a carriage standing on the rails.

On the 18th ultimo, there was an excursion train to Liverpool from Glossop, which returned to Dinting at 9.30 p.m. As the Glossop branch is a single line, it could not proceed to Glossop, until the arrival from that station of the 9.35 p.m. ordinary passenger train, and as it was composed of two engines and tenders, 27 carriages, and two vans, and was thus 200 yards in length, it could not be put into either of the sidings of the branch. It was, therefore, kept waiting on the main line, for the arrival of the Glossop train.

At 9.53, the ordinary passenger train leaving Manchester at 9.0 p.m. for Hadfield, approached Dinting; and the driver, seeing the station and distant signals at danger, stopped his train, and, in accordance with his regulations, drew up within the distant signal, towards the tail of the excursion train. His train, composed of an engine, a tender, six carriages, and a van, was thus brought to a stand on the viaduct.

Five minutes afterwards, when the excursion train had been taken out of the way, the driver moved on to the station; and the guard was then informed by one of the passengers, that some people had "gone over the wall." The station-master received similar information from another passenger, and, on examination, it was discovered that three persons had unfortunately fallen 67 feet into a field from the viaduct. Two of these were found dead on the spot, and the third died an hour and a half afterwards. They had evidently mistaken the coping of the parapet for the platform, and walked over the side of the viaduct. One woman, who also got out of the carriage and on the parapet, returned to her seat, in consequence of not having been able to find a satisfactory footing, and one of the unfortunate men left the carriage even after hearing her expressions of mistrust. One of the sufferers, at least, ought to have known the locality well, as he resided in the neighbourhood, had been employed as a carpenter on the works of the railway, and had already narrowly escaped with his life, in a fall of about the same height, during the construction of a neighbouring viaduct.

Manchester, Sheffield, and Lincolnshire Railway.

Accident at the Dinting Station.

The night was dark, and it was natural enough for the passengers to mistake the coping of the parapet for the platform, particularly after they had been exposed to the glare of the lamps in the carriages. The driver states that he has never had occasion to come to a stand on the viaduct before, though he has driven that train for 12 months; but, as such a circumstance might, under the present arrangements, occur again at any time, without apparent blame to anybody, it becomes necessary to devise a means of avoiding a similar accident in future.

This might be done either by preventing the train from coming to a stand at all on the viaduct, or by adopting measures for the safety of the public, in case of its being so brought to a stand. I think, however, that the former course would be preferable; because, of the only two measures that could be adopted to prevent passengers when on the viaduct from making the same mistake on a future occasion,—viz., either locking the near doors of the carriages, or placing a hand railing on the parapet of the viaduct,—the former is objectionable in case of an accident of any other nature, and is always disagreeable to the public; and the latter is undesirable, considering the exposed nature of the situation, and the proximity of the parapet to the carriages, as a sheet, a strap, or a rope might possibly, by catching in the hand-railing and pulling it on the line, be the means of throwing a train off the rails.

It would, therefore, appear that the former mode, that of preventing the train from being brought to a stand on the viaduct, is the better of the two. This again, might be done in two ways,—1st. by adding a wire signal 300 or 400 yards further from Dinting than the present one, and instructing all drivers of passenger trains not to draw within the present distant signal until it is taken off, to intimate that the road is clear into the station; and 2ndly, by not allowing any train to leave Mottram (a station two miles to the west of Dinting), until it has been signified, by telegraph, that the line is clear to Dinting. The gentleman who attended my inquiry on behalf of the Company, appeared to prefer the former of these last-mentioned methods; but the latter seems to me to be more likely to ensure safety from collision, as well as from the particular danger which it is now desired to guard against. The only objection that can be made to it, is a little probable detention to the trains at Mottram, when the line cannot be cleared at Dinting; but this objection might be obviated, by increasing the length of the present sidings on the Glossop branch, the longest of which will only accommodate, at present, a train of 90 yards long, unless a cross-over road be blocked up, in which case it will take a train of 150 yards.

Under all the circumstances, I would, therefore, beg to recommend, for the consideration of the Company, that the sidings at Dinting should be lengthened, and that, in future, no train should be allowed to leave Mottram for Dinting, until it has been signified, by telegraph, that the line is clear into the latter station.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, R.E.

Manchester, Sheffield, and Lincolnshire Railway,
General Manager's Office, Manchester, October 19, 1855.

Sir,

Your favour of the 16th October, with copy of Captain Tyler's report upon the Dinting accident, has been this day laid before the Directors.

They observe that Captain Tyler considers that a fence, to be placed on the end of the viaduct, might be attended with danger. The Directors concur generally in this opinion, but think that it may be possible so to place some additional guard as to avoid the difficulties which Captain Tyler alludes to.

The Directors do not attach much practical value to this precautionary measure, but think it may be necessary to take it, in obedience to the expressed opinion of the coroner's jury.

In reference to Captain Tyler's recommendation, that the siding at Dinting Junction should be lengthened, I am instructed to observe, that this would be attended with very considerable difficulty and expense, and that the occasions on which a longer siding than the existing one is required are so infrequent, that the Directors do not see the necessity for the measure suggested. The Directors

further observe a recommendation that no train should be allowed to leave Mottram Station until a telegraphic message from Dinting Station, two miles off, shall be received, stating that Dinting Station is clear.

The Directors by no means wish it to be understood that they are averse to the introduction, wherever it is possible to do so, of a general system of signalling trains by telegraph, notwithstanding their conviction that all precautions of this character, though in many cases advisable, have a tendency to weaken that sense of individual responsibility, and necessity for individual caution which ought to exist amongst the servants of a Company. At the same time, in this particular instance, they do not see why the stations of Dinting and Mottram should be made exceptions to any general rule; and if it is accounted necessary for public safety that no train should leave Mottram Station until Dinting Station is clear, and until that fact is notified by telegraph, it is equally evident that the same necessity exists at every other station on the railway, and also at every other station on every other railway in the kingdom.

The Directors, therefore, instruct me to inquire if the recommendation of Captain Tyler is to be taken as exceptional, or as affecting a similar mode of working as between all railway stations on the various lines in the country.

I am instructed further to call attention to the communication which I made to Captain Tyler in reference to the probability that the young man Healey, who first stepped out of the carriage on to the viaduct, intended to commit suicide.

I remain, &c.

Captain Galton, Secretary
Railway Commission, Whitehall, London.

EDWARD WATKIN.

Railway Department, Board of Trade,
Whitehall, November 8, 1855.

SIR,

I HAVE the honour to return, herewith, Mr. Watkin's letter of the 19th ultimo, which I received this morning, with your letter of yesterday.

In reference to the death of the three passengers who fell over the Dinting viaduct, on the 18th September last, it now appears, that the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company believe that they can place a guard on the parapet, which shall prevent the recurrence of so fatal an accident, without interfering with the safety of their trains. The gentleman who attended my inquiry on the part of the Company, expressed different views on this subject, but I am glad to find that the Directors have found a method of overcoming the difficulties he contemplated, and I hope that, under these circumstances, they will lose no time in adding such a "guard" as shall secure the safety of the public for the future.

In reply to the inquiry of the Directors, as to whether my recommendations, to the effect that the line should be worked by telegraph between Mottram and Dinting, "are to be taken as exceptional or as affecting a similar mode of working "as between all railway stations on the various lines in the country,"—I may state, that, as is evident from my report, I made this suggestion with a view to the prevention of any further sacrifice of life, in consequence of trains coming to a stand on the Dinting Viaduct.

As the Directors appear inclined, however, to take this opportunity of further considering the question of working the trains on other parts of their line by telegraph, I should be glad that a copy of my report on the recent accident at Kidderminster, on the Oxford, Worcester and Wolverhampton Railway, should be placed in their possession, because it is a striking instance of the consequences which may result, when the means of safety afforded by the electric telegraph are not made use of, and because some of the remarks which I have offered in that report, apply, to a great extent, to themselves.

The last paragraph of Mr. Watkin's letter, refers to a communication which he addressed to me, after my inquiry into the circumstances connected with this accident, and which, with a copy of my reply, and with a further letter from him on the same subject, I beg to enclose for their Lordships' information.

Mr. Watkin's object in these communications, is to impute the crime of suicide to one of the victims of the accident; but, so far from seeing any reason to believe in this imputation, I think it impossible that the unfortunate man could

Manchester, Sheffield, and Lincolnshire Railway.

Accident at the Dinting Station.

have determined to destroy himself, as Mr. Watkin would infer, in this manner, and at this particular spot,—even if he had such intentions at all,—because he could not have foreseen that the train would have stopped on the viaduct.

With these views, I thought it unnecessary to trouble their Lordships on the subject, and I only do so now, upon Mr. Watkin's again recurring to it.

I have, &c.

The Secretary of the Railway Department, Board of Trade. H. W. Tyler, *Captain Royal Engineers.*

(Enclosure 1.)

Manchester, Sheffield, and Lincolnshire Railway, General Manager's Office, Manchester, October 4, 1855.

Sir,

I endeavoured to see you yesterday, after your return from Dinting, at the request of Mr. Watkin, the general manager of this Company, with reference to the recent accident at that station, but could not find you.

My object was to explain to you that it is the impression of several persons who knew the deceased, Healey, well, that he got out of the train intentionally, in fact, that he committed suicide, and that the other persons got out simply in consequence of Healey alighting, thinking that all was right. This view of the case is strengthened by the fact that the deceased on leaving some friends talked much of railway accidents, and of the Dinting Viaduct in particular, and was in such low spirits as to induce his friend to accompany him to the station.

Mr. Potter, a large manufacturer at Dinting, and for whom the boy Healey worked, is decidedly of opinion that it was an act of suicide on his part, and he has written Mr. Watkin a note to that effect.

Mr. Watkin thinks it right that you should be made acquainted with this information, and I regret that I did not see you yesterday to explain to you more fully the particulars.

I am, &c.

Captain Tyler, Railway Department, Board of Trade, London. R. G. Underdown.

(Enclosure 2.)

Railway Department, Board of Trade, October 6, 1855.

Sir,

I have just received, on my return to town, a letter from Mr. Underdown stating, at your request, some circumstances which lead to the supposition that one of the passengers who fell from the Dinting Viaduct, intended to commit suicide at this place before entering the train.

I beg to thank you for this further information, but I do not think that the evidence, so far as I have received it, of the intention of Healey to commit suicide, is sufficiently strong to justify my alluding to it, particularly as passenger trains appear to have been very rarely stopped on the viaduct before, and it would, therefore, be very unlikely that he should have selected that spot for his crime, even if he had the intention of making away with himself.

I have, &c.

E. Watkin, Esq., Manchester, Sheffield, and Lincolnshire Railway Company. H. W. Tyler,

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(Enclosure 3.)

Manchester, Sheffield, and Lincolnshire Railway, General Manager's Office, Manchester, October 12, 1855.

My Dear Sir,

I beg to acknowledge the receipt of your note in reference to the communication which I directed Mr. Underdown to address to you.

Mr. Edmund Potter, of Dinting Vale Print Works, is the employer of Healey. Healey was the man who first stepped out of the carriage on the viaduct, and fell over, and who was instantly followed by the girl, his companion, and subsequently by the unfortunate man Priestnall, who stepped on to the viaduct to ascertain what had become of the other two. Mr. Potter is strongly of opinion that Healey committed suicide, and supports that opinion by a statement which you, no doubt, can obtain from him, if you think proper to apply for it.

It is not for me to suggest the course of examination which, in cases of this kind, should be adopted on behalf of the Railways Department, but at the same time I must take the liberty of remarking that moral causes are sometimes to be traced out where mechanical causes are not sufficient to account for the accident, and I believe that in this case such a course of investigation would give the real clue to the origin of the accident.

I am, &c.

Captain Tyler, Railway Department, Board of Trade, London. E. Watkin.

Railway Department, Board of Trade, Whitehall, November 12, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th ultimo, relative to the report made by Captain Tyler upon the accident which occurred at the Dinting Station on the 18th September, and to inform you that Captain Tyler's remarks upon the use of the electric telegraph had reference principally to the line between Dinting and Mottram.

My Lords have, however, already pointed out to the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, in the circular letter of the 12th August 1854, the advantages which they considered would arise from the adoption, when practicable, of a system of telegraphic communication for working the traffic over an entire railway, and a consideration of the causes of

many of the accidents which have occurred upon railways since that time have strengthened the views they then expressed.

Manchester, Sheffield, and Lincolnshire Railway.

Under these circumstances, my Lords are glad to learn that the subject is under the consideration of the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company.

Accident at the Dinting Station.

I am, &c.

E. Watkin, Esq.,
Manchester, Sheffield, and Lincolnshire Railway Company.

Douglas Galton,
Captain Royal Engineers.

Accident near the Hadfield Station.

Accident near the Hadfield Station.

Railway Department, Board of Trade,
Whitehall, January 16, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report of the officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred on the 19th ultimo, near the Hadfield Station on the Manchester, Sheffield and Lincolnshire Railway.

I am, &c.

The Secretary to the Manchester, Sheffield and Lincolnshire Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Manchester, January 14, 1856.

Sir,

In compliance with the instructions of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident which occurred on the 19th December near Hadfield, on the Manchester, Sheffield, and Lincolnshire Railway.

It appears, that when the 9.45. a.m., passenger train from Hull to Manchester had arrived within about 100 yards of a cross-over road at Rollick's Siding (about two and a half miles from Hadleigh and between Hadfield and Woodhead), whilst travelling at from 30 to 35 miles an hour, the driver observed that something was wrong with the right hand switch rail, the connecting rod or box rod being apparently unfastened, and elevated about one foot above the rails; and he immediately shut off the steam, reversed, and set on the steam the reverse way, directing his fireman to apply his tender break; and when he reached the switch, he felt the right hand leading wheel of the engine strike the rail, and the engine immediately left the rails, going off to the left of the line, and was followed at the same spot by the tender and six carriages, including a guard's break van at the rear of the train, and the train was brought to rest about 150 yards beyond the points. Very little damage was done to the rolling stock, and, with the exception of one gentleman, who had his hand cut by a broken window, none of the other passengers or Company's servants were hurt, although the guard's van was thrown over on its right side. The line curves to the left at this spot, with a radius of 40 chains, and the gradient is a descending one, of 1 in 117.

On examination, after the train was stopped, the right hand switch rail was found broken into five parts; the heel of the switch rail remained connected to the heel chair, and the other four pieces were carried forward different distances along the line, the two farthest being about 40 yards from the points. The iron chairs which support the switch rail are about 2′ 9″ or 3′ apart; the switch rail was 12 feet in length. The connecting rod was secured to one of the broken pieces, and the box rod remained attached to the uninjured left hand switch rail. The end of the broken piece of the rail which adjoined the heel piece appeared to have received heavy blows from the wheels.

The switch was made by the Company, had been about two years in use, and appears to have been made of very good iron; no cause can be assigned for the fracture (which is supposed to have been caused by the passage of a preceding, train), beyond the severe frost which prevailed at that time in this district.

Manchester, Sheffield, and Lincolnshire Railway.

Accident near the Hadfield Station.

The switch was examined by a platelayer, between eight and nine o'clock the same morning, and left in very good order, and a passenger train passed over the line, in the same direction, about three quarters of an hour before the accident occurred.

From the information supplied to me, I should state that this appears to be one of that class of accidents which it is impossible to avoid; and it is most fortunate that the train ran off to the left instead of to the right, or the consequences would, probably, have been very deplorable.

The engine driver appears to have acted with energy and in a very proper manner.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lt-Colonel Royal Engineers.

Midland Railway.

Accident near the Bristol Station.

MIDLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, November 9, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer upon the accident which occurred on the 17th of September, near the Bristol Station of the Midland Railway.

My Lords direct me to point out to you, that the inspecting officer is of opinion that this accident was principally due to the fact of an excursion train having been allowed to run with an amount of break power quite inadequate for securing its safety. It would also appear that it is the custom to run these excursion trains without their course being defined by means of a time-table.

My Lords direct me to observe, that great elements of danger are introduced into the working of a line by running excursion trains (especially when of large dimensions) without the same precautions being enforced with respect to them as are required in the case of ordinary trains.

I am further to call to the attention of the Directors the inspecting officer's recommendation, that no train should be permitted to commence the descent of the incline at the foot of which the accident occurred until it has been ascertained that the line is clear.

My Lords have already had occasion to bring to the notice of the Directors of the Midland Railway this system of conducting the traffic.

My Lords trust that these subjects, as well as the recommendation of the inspecting officer, as to causing the actual time of running the coal train to which the accident occurred to coincide with the time-table, will receive the careful consideration of the Directors.

I am, &c.

The Secretary of the
Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, October 19, 1855.

Sir,

In compliance with the instructions contained in your letter of the 22d ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 17th ultimo, near the Bristol Station of the Midland Railway.

A mile to the north of the Bristol Station, there is, on the Midland Railway, a junction between the main line and a coal branch, called the Lawrence Hill Junction.

The main line rises from this junction towards the north, on gradients of 1 in 50, for rather less than half a mile, and of 1 in 70 for two miles and a half further; falls towards the south on a gradient of 1 in 100 for a quarter of a mile; and runs on the level from thence into the Bristol Station. The colliery branch above referred to, leads to the water side of the floating harbour of Bristol, three-quarters of a mile distant, and is also on a severe gradient, falling from the junction.

The Lawrence Hill Junction is therefore dangerously situated, on a severe gradient, and at the bottom of a steep incline; and this part of the line requires to be worked with extraordinary precautions, which seem in a great measure to have been wanting.

There is a wire signal on the incline, 700 yards from the junction, which can be seen in clear weather for a quarter of a mile, but which could not be seen on the day of the accident for more than 300 yards; there is a signal station at Clay Hill, half way up the incline, for the protection of a coal siding; and there is also a signal station at Fish Ponds, nearly three miles from Lawrence Hill, at the top of the incline, where, as well as at the former point, a regular signalman is stationed.

The last-mentioned signalman has had a special order issued to him, directing him to preserve an interval of not less than ten minutes between the passage of all trains down the incline; but the man who does duty at Clay Hill is guided simply by the general rules of the Company, which enact that a danger signal shall be shown for five minutes after the passage of a train, and a caution signal for five minutes more.

The following are, briefly, the circumstances connected with the accident:—

A coal train for the branch above referred to, came down the incline on the 17th ultimo, and stopped at the Lawrence Hill Junction at 11.8 a.m., for the engine to be detached according to the usual custom, previously to the trucks being run down the branch. The mail train was due to leave Bristol at 11.5, and the signalman was compelled to keep the coal trucks standing at the foot of the incline until it had passed, because, if he had not done so, the mail train would have ran through them, in all probability, as they were crossing the up line to get to the branch. The steam from the engine of the approaching mail train was already visible to the signalman, when he caught sight of an excursion train coming down the incline towards the rear of the trucks, and the trucks were therefore placed in a position in which it was impossible that they could be prevented from causing a collision: if they remained where they were, they would be run into by the excursion train; and if they were permitted to proceed on their journey, out of the way of that train, they would cause a serious accident to the mail. In this emergency, the signalman very properly detained the trucks until the mail had passed, and then allowed them to "drop down" towards the branch. They had not, however, enough time to escape, for the excursion train, travelling at a speed of about 12 miles an hour, struck them after they had moved forward 40 yards, and projected them for about three quarters of a mile down the branch, after which they knocked over some empty trucks, but did not, fortunately, do any serious damage. In the excursion train 17 people were injured.

The coal train consisted of an engine and tender, 11 loaded trucks, and a van. It left Coalpit Heath,—a colliery, a mile from Westerleigh Junction,—at 10.30 a.m., and Westerleigh, which is about eight miles from Bristol, some minutes afterwards, stopping only once before it arrived at Lawrence Hill Junction, at a siding called Cook's Siding, to take on some coals. It was an hour and seven minutes earlier than it ought to have been, according to the regular time bill, and, unlike trains in general, this train appears to be invariably before its time. It is said to start, very often, even two hours and a half too soon; and, in fact, the guard gets away as soon as his train is ready, altogether irrespective of the time bill. As the signalman says that this train is generally down at 11 o'clock, and sometimes a little before, it would probably be more convenient to the Company to alter the time-bill, so as to make it agree better with the train, rather than to approximate the running of the latter to the bill. It is desirable that either one or the other should be done.

When the coal train arrived at the junction, the driver uncoupled his engine as usual, and went to the Bristol Station for coke and water. If he had not been out of the way at the moment of danger, he might, perhaps, have prevented the collision, by taking his train down the main line.

The excursion train consisted of an engine and tender, 27 carriages, and two vans, and carried about 1,000 people. It left Birmingham for Bristol at six o'clock in the morning, and a notification that it would do so was handed to the signalman at Lawrence Hill at 8 a.m. on the same day. When it arrived at the top of the incline, it was brought to a stand by the signalman there located, who detained it because the coal train had passed only six minutes before. Two

"sprags" were here put in, under two of the carriages, for the purpose of arresting its progress down the incline. They are strong pieces of wood about a yard in length, which are inserted between the spokes of the wheels, and which, resting against the bottom of the carriage on one side, and the horn-plate on the other, prevent the wheel from revolving. The excursion train then left the signal station at Fish Ponds, and commenced the descent of the incline, 14 minutes after the coal train.

The evidence of the signalman at Clay Hill is to the effect that there was nearly as great an interval of time between the two trains when they passed him as there had been at the former post; and that, in accordance with his regulations, he exhibited the "all right" signal to the excursion train. He says that this train struck him as going rather faster than it ought to have done, not that it was going faster, or so fast, as the regular trains, but that it seemed too heavy to be going at that speed at that particular spot.

A clerk in the passenger department at Bristol, who was sent to Charfield to collect the tickets of the excursionists, was riding on the engine of the excursion train in coming down the incline; and he states that the driver reversed his engine, and the fireman went to the sand-box, before they arrived at the distant signal from the junction, and directly it was discovered that the coal-train was in the way. But, with all their efforts, they could not do more than decrease their speed from 15 to 10 or 12 miles an hour before the collision occurred. The distant signal, from its position, forms but a bad object for distant view at any time, but on the morning in question, which was misty, with thick small rain, it was not visible much before the coal-train itself, and was not, therefore, of much avail.

Now, the break power applied to this train, was utterly insufficient to secure the safety of the 1,000 people that were being conveyed by it, on this part of the line. Even with the addition of the two sprags which were inserted at the top of the incline, and were together equal to an extra break-carriage, the driver could not, with his engine reversed, do more on this slippery morning than slightly reduce a comparatively slow speed in something like 900 yards. Moreover, these sprags are make-shifts, which ought not to be applied *at all* to passenger trains. They are, of course, liable to derangement at a critical moment, and they must bring upon carriages not intended to be used with them, strains which they are not constructed to bear. They appear to be employed constantly on this line with goods and coal trains, "and sometimes with heavy excursion trains;" but I hope that the Directors of the Midland Company will at all events forbid their use with passenger trains, whether excursion or not, for the future; and the line would be much more safe if they were also to take care that a sufficient number of properly-constructed breaks were applied to *all* trains, and the use of the sprags were thus rendered unnecessary.

The only notice that was distributed in regard to the excursion train, was that which is commonly sent forth, as I understand, on this line in like cases. A printed paper was issued to the station-masters and signalmen, stating that i would leave Birmingham for Bristol at 6 a.m., and return at a certain hour; and the following "N.B." was added at the bottom of the announcement,—"Should anything occur to delay this train, you must expect it till it passes." Under this system, the signalman at Lawrence Hill remarked in reply to my questions,—"We never know when excursion trains will come till we see them." And thus it would appear that there is a want of attention and precaution exhibited in the working of these trains which is strongly to be deprecated. Conveying, as they often do, an enormous number of passengers, and being of an irregular nature, they ought to be worked with greater care and with more precautions, if possible, than the ordinary passenger trains; and I am of opinion, therefore, that besides being supplied with such an amount of break-power as shall render them manageable over the lines on which they may be appointed to run, they should be worked with punctuality to time-tables constructed to show the intended times of their passing, at least, all the principal stations on the line.

The regulations established by the Company for the safe working of this incline are altogether of an insufficient character. Instead of adding five more minutes of danger to the five already prescribed by the general regulations for the use of the signalman at the summit, and leaving the signalman at Clay Hill to follow the ordinary rule of five minutes' danger and five minutes' caution, as previously described, it should undoubtedly be ordered that no train should be permitted to descend from the top of the incline until the line has been tele-

graphed from the bottom to be "all clear," after the passing of the previous train.

This accident has been occasioned by the neglect of the Company in two respects,—1st, by their sending out an excursion train inadequately supplied with break-power; and, 2ndly, by their not adopting such an obvious mode of ensuring safety on the incline as that above referred to; and I hope that the Directors will lose no time in taking steps to prevent the possibility of the recurrence of an accident from either of these causes.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Midland Railway, General Manager's Office,
Derby, November 13, 1855.

Sir,

I am in receipt of your communication of the 9th instant, with your inspecting officer's report upon the accident at Bristol on the 17th ultimo, which I will lay before my Directors at their next meeting.

In the mean time I shall be glad if you will explain the following remark in your letter:—

"My Lords have already had occasion to bring to the notice of the Directors of the Midland Railway this system of conducting the traffic."

Will you be good enough to inform me what the system referred to is; whether that named in the preceding paragraph, or what other?

I am, &c.

Captain Galton, R.E.
&c. &c.

James Allport.

Railway Department, Board of Trade,
Whitehall, November 14, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant on the subject of the accident which occurred at Bristol on the 17th September last, and to inform you that the system referred to in the paragraph in my letter of the 9th instant, quoted by you, was intended to have reference to the use of the electric telegraph alluded to in the preceding paragraph.

My Lords brought this subject under the notice of the Directors of the Midland Railway Company in 1853, and again by a circular letter sent to all the Railway Companies in 1854.

I am, &c.

James Allport, Esq.
Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Midland Railway, General Manager's Office,
Derby, November 30, 1855.

Sir,

Your letter of the 9th instant, together with the copy of the inspecting officer's report upon the accident which occurred on this railway near Bristol on the 17th September, have been laid before the Directors of this Company. I am instructed to state for the information of the Lords of the Committee of Privy Council for Trade that they have given instructions for regulating the amount of break power according to the number of vehicles attached to a train, and that no train shall in future be allowed to descend the incline without the stipulated quantity of breaks.

As to the recommendation that the working of excursion trains should be regulated by time-tables, in the same manner as the ordinary trains, my Directors consider that the very nature of excursion traffic prevents the running of the trains conveying it with anything like the regularity of the ordinary trains, and that therefore the efficient, and consequently safe, working of those trains and the traffic generally is really better secured by the simple notice which is given to all parties concerned of the running of a special train, and that it is to be expected, and, consequently, its safe working provided for until

Midland Railway.

Accident near the Bristol Station.

it passes. They are confirmed in this opinion by some experience of the system recommended, which was in operation upon a section of this railway for a considerable time, and ultimately abandoned as not practically useful, but rather the contrary.

I may add that in all other respects the same precautions are observed in the working of excursion as in the case of the ordinary trains.

Orders had been given before receipt of your communication for a telegraph to be laid down for the purpose of regulating the working of the incline in question. The working of the coal train shall have the careful consideration of the Directors.

I am, &c.
JAMES ALLPORT.

Captain Galton, R.E.
&c. &c.

Accident at a level Crossing at Gloucester.

ACCIDENT AT A LEVEL CROSSING AT GLOUCESTER.

Railway Department, Board of Trade,
SIR, *Whitehall, November* 16, 1855.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report made by Lieutenant-Colonel Yolland, R.E, the officer appointed by their Lordships to inspect the public footpath level crossing, near the engine-shed, on the Midland Railway, at Gloucester, where three persons were injured when crossing the line on the 29th September last.

My Lords request to be informed when the portion of railway upon which the level crossing of the tramway in question is situated was first opened for passenger traffic, as there does not appear to be any record in this office of its having been inspected by an officer of this Department, or of any notice having been given by the Midland Railway Company of their intention to open the portion of line in question.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Midland Railway Company.

(Enclosure.)

Railway Department, Board of Trade,
SIR, 2, *Parliament Street, November* 12, 1855.

IN accordance with the directions contained in your letter of the 17th ultimo, I have inspected the public footpath contiguous to the engine-shed at the Gloucester Station of the Midland Railway, where a man carrying a child in his arms and a woman were knocked down by the up night mail train from Bristol, on the 29th September, whilst about to cross the line; and I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that this public foot-path follows the course, at this particular spot, of an old tramway worked by horses, leading from Gloucester Docks to Cheltenham, which the Railway Company purchased at the time the line was made, many years since, but are precluded from stopping up, as it is still used, principally for the conveyance of stone for the repair of the roads, and for small quantities of coal.

The tramway, at the spot at which the accident occurred is shut off from the railway by gates, having a stile at the side, and, during the day, a gatekeeper is kept to attend to them, but he leaves about 7 p.m., and the tramroad is not used during the night. There is a distant signal worked from a junction, close to the level crossing on one side, and Barton Street level crossing is about 160 yards distant from it on the other side.

I was informed by the gatekeeper that from 90 to 100 persons crossed the line during the day; but to judge from the number that passed whilst I was on the spot, I should imagine that number would be greatly exceeded; and as the vicinity is being built over, the number of persons using the foot-path will probably increase.

The distance across the rail is about 11 yards, and, with ordinary care, foot passengers should be enabled to cross without incurring any risk during the night, when the gatekeeper is absent.

I have, &c.

Captain Galton, R.E.,
&c. &c.

W. Yolland,
Lieut.-Col. Royal Engineers.

Midland Railway, General Manager's Office,
Derby, December 3, 1855.

Sir,

Referring to your letter of the 16th ultimo, enclosing your inspecting officer's report of his inspection of the public footpath level crossing near the engine-shed at Gloucester, I beg to inform you that it was inspected by Colonel Wynne at the same time as the new branch from Gloucester to Stonehouse, about eighteen months ago, and he then complained of the light construction of the gates at the tramway crossing near to the footpath in question, and the opening of the line was consequently postponed until stronger gates, which were constructed in accordance with the inspecting officer's instructions, were put up.

I am, &c.

Captain Galton, R.E.
&c. &c.

James Allport.

Railway Department, Board of Trade,
Whitehall, December 19, 1855.

Sir,

The statement in the letter from the General Manager of the Midland Railway, dated 3d December, relative to the inspection by me of a public footpath level crossing near the engine-shed at the Gloucester station, is quite correct. The crossing occurs on the Gloucester and Stonehouse new branch, on which I reported on the 24th February 1854, and it was one of the causes of the postponement of the line that the tramway was not sufficiently protected. I directed strong gates to be put up, which I subsequently inspected, and considered to be sufficient.

If a gatekeeper were kept at these gates during the hours of traffic on the tramway, the Company must be considered (at least in my opinion) as having done their duty. I am not aware of any public footpath level crossing at which a gatekeeper is kept; if there is such a thing, it is an exceptional case.

I am, &c.

Geo. Wynne,
Lieut.-Col. Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Accident at the Mansfield Station.

Railway Department, Board of Trade,
Whitehall, December 22, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by them to inquire into the circumstances which attended the accident that occurred to a train at the Mansfield Station of the Midland Railway on the 11th October.

My Lords direct me to state, that they trust that the observations of their inspecting officer upon the inadequacy of the instructions for working the trains into the Mansfield Station, and upon the over-working of the porter at that station, will receive the careful consideration of the Directors.

I am, &c.

The Secretary of the
Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Midland Railway.

Accident at the Mansfield Station.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, December 17, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with a train having been allowed to run into the Mansfield Station, on the Nottingham and Mansfield Branch of the Midland Railway, and to strike with violence against the fixed buffers placed there, on the 11th October.

All down trains stop at the ticket-platform at Mansfield before entering the station, which is a terminal one, and as the line descends from the ticket-platform with a gradient sufficiently steep to allow carriages to run into the station by their own gravity, the engine is detached, and the movements of the train are controlled by two break-vans, which are always attached to the train (the number of carriages seldom exceeding eight or nine). Only one guard is in the habit of travelling with the train; but when the tickets have been collected, a porter gets into the second van and mans the break. A lax system appears to have crept into the working arrangements, and the signal for starting the train has been indifferently given, either by the pointsman or station clerk, and this without ascertaining that the porter was at the second break, he, it appears, as often jumping into the van after the train was in motion as not. On the occasion of the accident, the guard started the train by turning off his break without having first ascertained that the porter was in the second van, having heard, he says, some one saying "all right." The train got into motion, and the porter then jumped into the second van, but he found that the passenger luggage picked up on the way had been piled up in the van so as to render it impossible to reach the handle of the break until he had in a measure cleared away the luggage; before he succeeded in accomplishing this, the train had got so much way on it, as to be beyond the control of the break power, and the consequence was, as I stated, that it was brought up with considerable violence by the fixed buffers at the end of the station.

The mode of working the trains into the Mansfield station is out of the ordinary course; it is, in fact, an exceptional case, which requires to be met by specific rules. The officer of the company who attended my inquiry, stated that he had issued precise orders on the subject; but when I came to inquire, I found they were merely verbal ones, and to such orders, in my opinion, no importance is to be attached, they are always liable to be misapprehended or inaccurately repeated, and especially to be forgotten. To the absence, therefore, of written instructions, I attribute in a great measure the lax system to which I have already alluded: something, also, I consider due to the insufficient staff of the station, which consists of the station-master, one porter, and a boy; the porter is on duty between 13 and 14 hours a day; he has to walk up to the ticket-platform (about 100 yards from the station) to meet every train that arrives, to assist in collecting the tickets, and then to man the second break; this double duty hurries his work, and hence the practice of jumping into the van after the train is in motion. More duties and more hours work are imposed on one man than is consistent with a well-regulated establishment.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

GEO. WYNNE,
Lieut.-Col. Royal Engineers.

Oxford, Worcester, and Wolverhampton Railway.

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

Accident at the Kidderminster Station.

Railway Department, Board of Trade,
Whitehall, November 13, 1855.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer, upon the accident which occurred at the Kidderminster Station on the Oxford, Worcester, and Wolverhampton Railway, on the 5th ultimo.

My Lords direct me to request you to point out to the Directors the opinion therein expressed, that the most certain mode of preventing an accident of this

nature would be to work the line by the electric telegraph in the manner pointed out in the circular letter from this department of the 12th August 1854.

My Lords trust, therefore, that the subject will receive the careful consideration of the Directors, and they will be glad to learn the result of their deliberations on this subject.

My Lords direct me, at the same time, to point out that it would appear from the report that the goods train was as much as five hours and a half late in a distance of 20 miles, without any exceptional circumstances having been stated to account for this irregularity.

My Lords direct me to observe, that in cases where the time of running a train is defined, a non-adherence to the time-tables is a fertile cause of accidents; and it appears to my Lords that the Company cannot be acquitted of laxity of management with respect to the unpunctuality of the train in question.

I have, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade, Whitehall, October 27, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 5th instant, near the Kidderminster Station of the Oxford, Worcester, and Wolverhampton Railway.

The Churchill Station is three miles and an eighth to the north of Kidderminster. The immediate approach to the latter from the former, is on a curve of 50 chains radius, in a cutting of considerable depth, and on a falling gradient of 1 in 262. An approaching engine cannot be seen from the Kidderminster platform until it arrives within 300 yards of the station, and the station signal cannot be seen by such an engine, at a greater distance than 360 yards. The distant signal, however, is well situated on the side of the cutting, at 670 yards from the station, and is visible for a considerable distance in clear weather.

On the 5th instant, a goods train, consisting of an engine and tender, one empty and 24 loaded trucks, and a van, was drawing up to the water-crane at Kidderminster at 9.16 p.m., when it was run into by a passenger train, which had followed it from Churchill on the same line of rails. The engine of the passenger train was travelling tender first, and the tender was forced into the van of the goods train, in which it buried itself. Four or five trucks were thrown off the road, so as to block up both lines of railway, and one of them was much broken. The goods guard was in his van at the time, and was unfortunately so severely hurt that he died two or three hours afterwards; the passenger guard was slightly bruised, and four of the passengers were injured.

The enclosed plan, with which the engineer of the line has been so good as to supply me, shows plainly the approach to the station, and the positions of the trains at the moment of collision.

The goods train was five hours and a half behind its time. It had left Bushbury Junction about 1.30 that afternoon,—its proper hour,—and had taken seven hours and three quarters to travel between that junction and Kidderminster—a distance of 20½ miles.

This train was under the charge of men who had not had much experience in regard to it, and it is possible that its tardy movements were in some measure attributable to this circumstance.

The driver had only served in that capacity for three weeks, and had only driven that train for two days; and the unfortunate guard who lost his life was doing duty for the second time as *head* guard. Neither of these men had a watch or a time-piece, though I am informed that it is the practice on this line to supply all the head guards with time-pieces, and that this man ought to have received one when he was first appointed. His not having been provided with one shows, therefore, a laxity of system which should be remedied.

Oxford, Worcester, and Wolverhampton Railway.

Accident at the Kidderminster Station.

The following is the account which the driver gives of his movements:—He left Bushbury Junction punctually about 1.30 p.m., and proceeded a mile and a half to Priestfield, where he occupied about two hours in alternately shunting waggons, and getting out of the way of passenger trains. He then went to Tipton Junction, four miles and three quarters, and, finding himself short of water, left his train there, and went to Dudley to fetch some. He returned to Tipton, and took his train on another mile, to Dudley, where he had some shunting to perform, and was kept waiting about an hour, for passenger trains to pass. From thence he proceeded to two sidings at Parkhead, at both of which he had to stop; and he remained three or four hours there, shunting, and keeping clear of passenger trains. At Brettel Lane, which is four miles and a half from Dudley, he shunted some waggons off and others on; and he then advanced another mile and a half, to Stourbridge, where he went through a similar process, until, interrupted by the London express goods train, he was compelled to shunt out of the way. That passed, he began again at his waggons, and, after spending altogether a couple of hours at Stourbridge, he came on four miles, to Churchill. Unfortunately, he did *not* get out of the way of the passenger trains there, but, after stopping about five minutes to leave a truck, he started for Kidderminster, which he reached, according to his own account, in eight or nine minutes; and where he was overtaken and run into, just as he was in the act of stopping, in the manner which has been already described.

It is evident that the driver rather exaggerates the length of his stoppages, because, according to this statement, he would have spent about 10 hours on the road, or two hours and a quarter more than is borne out by the facts of the case; but I give his evidence simply as he related it.

Neither the driver nor his guard appear to have been in the least aware of their danger, or to have thought of this particular passenger train until the collision took place. It was, by the regulations of the Company, the duty of the station-master at Churchill to shunt the goods train, "at least" ten minutes before the passenger train was due, and to keep it at his station, until five minutes after the passenger train had passed. But he was unable to comply with these rules; for he had no siding of sufficient length to hold the goods train, and he could not put it on the other line of rails because a down express was expected, as well as an up passenger train. He therefore could not do otherwise than allow the goods train to proceed to Kidderminster. This station-master was assisted in his duties by an intelligent boy of 14 years of age, who, under his directions, acted as signalman, and registered in a book, the arrival at, the departure from, and the passing through the station, of all trains. By this book, it appears that the goods train arrived at Churchill at 8.55 on the day in question, and started again at 9.4; and that the passenger train passed at 9.12. They agree that these entries were made by the boy in the presence of the station-master; and that, in order to make them, the time was ascertained from the watch of the latter; but some doubt is thrown upon their statements, by a difference which appeared when they were separately questioned,—the boy asserting, with confidence, that he particularly remembered writing 8.55 in his book when the goods train arrived, and before it left,—and his superior recollecting with equal distinctness, that the 8.55 was entered, along with the 9.4. after the goods train had started.

This circumstance prevents my relying upon what otherwise seemed a tolerably satisfactory proof of an eight minutes interval having elapsed between the passage of the two trains past the Churchill Station.

The regulations of the Company direct that, after a train has started from or passed a station, the danger signal shall be exhibited for five minutes, and the caution signal for five minutes more. The station-master and boy state that this regulation was strictly adhered to on this occasion,—that the red light was exhibited for five minutes after the goods train started; that the green light was "turned on" at the end of the five minutes, and kept up until the passenger train went by; and that the red light was then again shown.

The other evidence in regard to these signals is somewhat conflicting. The driver of the passenger train saw a white light at the station signal, which was changed to green as he approached it; the fireman saw the green light only at the station signal; and the guard observed a white light at that signal from a

distance, but did not obtain a nearer view of it because he was at his break handle.

Although these statements do not corroborate the assertions of the station-master and boy at Churchill, yet they seem to establish the fact that a green light *was* shown to the passenger train at Churchill; and it further appears, that, in consequence of that green light, the speed of the passenger train was slackened to 20 miles an hour, between Churchill and Kidderminster. The driver states that he did so slacken his speed, and the guard, that he found that the speed was slackened, though he did not know on what account.

These men agree that, on a foggy night, they might, at a distance, mistake a green light for a white one: but they add, that, though very dark, the night in question was not foggy, or favorable to such an illusion.

The passenger train consisted of an engine and tender, four carriages, and a break van, and was running punctually. Its engine was travelling tender first, because there is no turntable at Kidderminster, and the same engine has to take the morning train up the incline. This is, of course, an undesirable mode of conducting the traffic; and I am glad to learn, that the Company are now constructing a turntable at Kidderminster, in order that it may be discontinued.

The passenger driver, as before stated, saw the green light at Churchill, as he neared the station; and slackened his speed, in obedience to it, to 20 miles an hour, until he sighted the distant signal at Kidderminster, which he could see from a considerable distance. Finding that a white light was there displayed, he increased his speed again, until he approached the point where he usually shuts off his steam, preparatory to entering the station. After shutting off his steam, and just as he was passing under the distant signal, he observed the arm fly up and the red light turn round, and he then did his best to stop his train, but could only reduce his speed to about ten miles an hour before the collision took place.

The foreman porter and the signalman were on the platform at Kidderminster, expecting the passenger train, when they saw the lights of an engine coming round the curve. They believed this to be the train for which they were looking, and the signalman turned his wire signal to danger, whilst the porter directed the passengers to cross over, for the purpose of taking their seats. Soon afterwards, however, the engine which had attracted their attention arrived at the platform with a portion of the goods train, bringing the intelligence that the passenger train had come into collision with it, as it was stopping; and the danger and its results were thus discovered almost simultaneously, by all the parties concerned.

I have now given the evidence as I received it, but there are some portions which are manifestly incorrect. In the first place the drivers of the two trains were, according to their own statements, travelling at about the same rate of speed, and, if this were true, the one could not have gained upon the other at the rate of eight minutes in little more than three miles. In the next place, if the passenger train passed Churchill at 9.12, and ran into the goods train at Kidderminster at 9.16, as is pretty well attested, it would have proceeded between those stations at the rate of 46 miles an hour, instead of 20, as stated by its driver and guard; and, lastly, if the goods train left Churchill at 9.4, and arrived at Kidderminster at 9.16, it must have been going at a slower rate than that given by the goods driver. The truth must lie somewhere between all these statements, but even if it were possible to do so, it is not of much importance to the general conclusion to ascertain it more exactly. It is quite evident that a little less interval between the starting of the goods train, and the passing of the passenger train, at Churchill, a little more speed on the part of the passenger driver, and a little less speed on that of the goods driver, would together account for the accident; and in fact render it, under the circumstances, not only possible, but inevitable, without blame being incurred, or even merited, by any of the servants of the Company, for a breach of the regulations under which they worked.

This collision was caused, then, by the faultiness of the system,—in force, it is true, on most of the railways in the kingdom,—under which *intervals of time instead of intervals of distance* are directed to be preserved between trains travelling, and timed to travel at different rates of speed. Many collisions of similar nature, and partly from the same cause, have occurred, and many are the repre-

Oxford, Worcester, and Wolverhampton Railway.

Accident at the Kidderminster Station.

sentations which it has been my duty to make on the subject; but there cannot be, perhaps, a more forcible illustration than the present, of the necessity that exists for carrying out the system which their Lordships have so often recommended, viz., that of so working by telegraph—that no train should be allowed to start from or to pass any station, until the security of the previous train has been signified by the signal "all clear" from the station next in advance.

I understand that the executive officers of the Oxford, Worcester, and Wolverhampton Railway are now anxious to adopt this course; that they have been trying an experiment since the accident between Stourbridge and Churchill, with which they are well satisfied; and that to carry it out in its integrity over the whole of the line they are only awaiting an order from the Board of Directors, to enable them to lay down separate wires for the purpose, and to make the necessary arrangements.

I trust that the Directors will lose no time in lending their authority to a scheme by which the public safety will be so much better secured, and by which the dangerous and extravagant mode of working their goods trains, of which an instance has been afforded in the present report, will be in a great measure avoided. If any further argument were wanting, I might remark generally upon the strange inconsistency which exists in the rules of this Company, which is also to be found in the regulations of other Railway Companies, and which has been productive of such disastrous consequences in the present instance.

It is directed by one rule that when a goods train, at a station where there are fixed signals, is likely to be overtaken by a passenger train, it is to be shunted ten minutes before that passenger train is due; and by another regulation it is enacted, that after the passage of any train, no matter of what description, past a station, the danger signal is to be exhibited for five minutes, and the caution signal for five minutes more.

The former of these provisions, when it can be carried out, is likely to afford great security to passenger trains; but how proportionably inadequate is the latter! For, in this very instance, as there was no siding accommodation at Churchill, the goods train, which would otherwise have been, or ought to have been, shunted at that station ten minutes before the passenger train was due, was obliged to proceed to Kidderminster, for the purpose of shunting *there*, and the only measure that the regulations prescribed for its protection, after it had been gone five minutes, was the green light at Churchill for another five minutes; so that it not only could not obey, at Kidderminster, the rule of shunting ten minutes before the passenger train was due at *that* station, but it would necessarily have as much less than the ten minutes for that purpose, as the passenger train might gain upon it in the journey between the two places; and, as actually happened in this particular case, it might not have time to arrive at its next station before being overtaken.

No practicable increase of the intervals *in time* between the trains can do more than afford a partial remedy for this state of things, whilst, with such increase, the detentions of the trains would become more and more embarrassing. Delays to all trains might, on the contrary, be much decreased by a proper use of the telegraph, in securing *any* such interval *of space* between them as might be thought most desirable; and I would, therefore, in conclusion, again express a hope that the Directors of the Oxford, Worcester, and Wolverhampton Railway Company will no longer neglect to adopt so advantageous a system.

The other circumstances which have been accessory in producing the present accident, to which I have had occasion to refer, are,—

First, the combined inexperience of the guard and driver of the goods train, and secondly, their being unprovided with the means of ascertaining the correct time.

I have, &c.

The Secretary,
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Oxford, Worcester, and Wolverhampton Railway,
Worcester, December 11, 1855.

Sir,

Having laid before the Directors of this railway your letter dated the 13th ultimo, enclosing copy of Captain Tyler's report upon the accident to a

passenger train near Kidderminster on the 5th October last, and stating that the Lords of the Committee of Privy Council for Trade had requested that the notice of the Directors should be drawn to the opinion expressed in the report, that the most certain mode of preventing an accident of the same nature would be to work the line with the aid of the electric telegraph, I am instructed to state, that, in accordance with their Lordships' suggestion, the use of the electric telegraph has been ordered by the Directors to be adopted upon a portion of the line near to where the accident occurred, and where it appeared to them to be most desirable to obtain practical experience of its advantages.

Oxford, Worcester and Wolverhampton Railway.

Accident at the Kidderminster Station.

I am, &c.

Captain Douglas Galton, R.E.
&c. &c.

Noel Thomas Smith,
Secretary.

Accident near Hartlebury.

Accident near Hartlebury.

Railway Department, Board of Trade,
Whitehall, December 13, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by them to inquire into the circumstances which attended an accident that occurred to an express train near Hartlebury, on the 18th October last.

It would appear from this report, that this accident was caused by the defective condition of the locomotive stock, and that the Directors of the Oxford, Worcester, and Wolverhampton Railway Company have adopted the plan of working their railway through the agency of a contractor. My Lords direct me to observe, that under this system it was clearly the duty of the Directors to have provided for a proper periodical inspection of the locomotive stock to be made by their own officers.

My Lords also direct me to state, that they will be glad to learn when the locomotive department of the Oxford, Worcester, and Wolverhampton Railway shall have been placed upon a more satisfactory footing.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, December 4, 1855.

Sir,

In compliance with the instructions contained in your letter of the 9th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 18th October, near the Hartlebury Station of the Oxford, Worcester, and Wolverhampton Railway.

Since the early part of 1852, the locomotive and other rolling stock on this line has been supplied and worked by contract, at a certain rate per mile, varying according to the nature of the trains; and the amount of stock to be kept on the line, has been determined by the engineer of the Company.

The Company are bound, under the contract, to find all necessary engine-sheds and repairing shops, and to furnish a part of the capital, for the supply of the plant.

I shall not, however, allude more particularly to these arrangements at present, but pass at once to a brief description of the series of mishaps, which occurred on the 17th instant, and which occasioned a delay of 5½ hours to the express train, leaving Oxford at 6.45 p.m. for Wolverhampton.

In the ordinary course, this train would have been taken on from Worcester by No. 24 engine, but that engine was disabled, in bringing the 6 p.m. passenger train from Wolverhampton to Worcester, by the failure of its regulator, and the driver was compelled to take No. 14, an engine that had brought the train from Oxford, and had done its day's work, in its stead.

When he had proceeded 11 miles, and just as he was approaching Hartlebury station, he felt "a bit of a knocking;" and in passing a crossing immediately

Oxford, Worcester, and Wolverhampton Railway.

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afterwards, he felt "a great jolt." The tyre of the near trailing wheel of the engine (No. 14) then became jammed against the fire-box, and ceased to revolve, and the driver stopped, as soon as he was able, about 400 yards to the north of Hartlebury.

The express left Oxford 23 minutes after its proper time, on account of the late arrival at that station, of the Great Western train; and 8 minutes having been lost on the road, as well as 14 minutes in changing engines at Worcester, it was a quarter to 10 o'clock, when the station-master telegraphed to Kidderminster, which is $3\frac{1}{2}$ miles distant, for another engine.

No. 25, which had also completed its day's work, was at that station, and the driver was waiting, with a low fire, to finish shunting his train, which he was not able to do until the express passed, when he received the telegraphic message, directing him to proceed to its assistance. He therefore got up his fire as quickly as he could, and started for Hartlebury about 10.20.

On nearing that station, however, he passed over some fog signals, which had been put down to warn him of the position of the disabled train, and, seeing at the same moment a red light swinging in front of him, about 50 yards off, he at once reversed his engine. He lost his regulator in doing so, in a way that will be presently explained, and having no means of shutting off his steam, he went on to Worcester, and reported what had happened.

The locomotive superintendent of the contractor, therefore, started at half-past 11, as soon as he could, with No. 10 engine, which was preparing to take a goods train to Bushbury Junction, and arrived in due course at Hartlebury. The driver of No. 10 then pulled the express train back to the station, went round to its front, and was ready to start, when his gauge-glass broke. Upon his attempting to loosen the nut of the tap, connecting the gauge-glass with the boiler, for the purpose of preventing the escape of the steam and water, the stud by which the upper part of the gauge-glass frame was secured to the firebox, began to give way, and almost immediately afterwards it blew out altogether.

A telegraphic message was then sent to Worcester for another engine, which arrived and took on the train, at 3 o'clock in the morning, just 6 hours and 8 minutes after its proper time.

I shall now proceed to state more in detail, the causes of failure of these several engines in their regular order.

The first was No. 24, whose regulator got out of order, while it was bringing the 6 P.M. passenger train from Wolverhampton to Worcester.

This engine had not been thoroughly examined for two years. The split-pin securing the lower end of the rod by which the regulator valve is moved, having been cut through by wear and tear, the valve dropped and became useless. For this to have happened, the parts must probably have been badly fitted in the first instance, and undoubtedly no engine ought to be allowed to work for so great a length of time, without thorough critical examination.

The next case was that of No. 14, of which the near trailing tyre gave way near Hartlebury. The tyre itself was from the Lowmoor Iron Works, and it had been welded in the shop of the Oxford, Worcester, and Wolverhampton Company at Worcester, only 3 months previously. It broke at the weld, which was a bad one, there having remained a large surface in the centre, on which no adhesion was afforded. When I had it rebroken, the other side of the inserted "V" proved to be in the same condition as that which gave way in the first instance. The workman who welded this tyre is not now in the service of the contractor.

The third engine was No. 25, which was sent for from Kidderminster, where it would otherwise have remained, after having finished its day's work. In this case the driver suddenly reversed his engine, in consequence of having observed symptoms of danger, and the regulator valve was thus forced off the face of the steam-pipe. This valve was pressed against the face, by a curved spring secured to the top of the steam-pipe, and, when the engine was in steam, by the force also of the steam from the boiler; and it was only in consequence, apparently, of the action of the reversing lever, which occasioned a back pressure against the valve, that this effect was produced. This was an accident which might have happened equally well to any of the other engines of the contractor, though the arrangement of the springs for securing the valves, in all but five of them, was somewhat different. It is evident that it would be desir-

able to employ a more efficient mode of securing this valve to the steam-pipe, than has in this case been adopted.

The fourth engine was No. 10, which was taken from Worcester by the locomotive superintendent himself, to the assistance of the disabled train. In this instance the gauge-glass burst, and the stud by which the upper part of the frame in which it was fixed, was secured to the firebox, blew out two or three minutes afterwards.

After the bursting of the gauge-glass, the driver loosened the nut of the tap with his spanner for the purpose of shutting it, but he was unable to complete the operation, in consequence of the stud becoming loose. He denies having used any violence while turning the nut of the tap.

The frame of the gauge-glass was secured to the stud by a brass screw, and the latter to the boiler, by a similar means. This is not the most approved mode of attaching the gauge-glass frame to the firebox, inasmuch as the number of threads in such a screw, is limited by the thickness of the boiler plate; and, in this particular case, there appears also to have been bad workmanship in the threads of the male screw, which helps to account for the accident. The gauge-glass frame had been fixed to the boiler at Worcester, about 7 months previously, but the workman who did it is no longer in the employment of the contractor.

Having detailed the circumstances connected with each particular cause of delay to the passenger train in question, and having appended to each case, such remarks as it appeared to require, it now only remains to make a few more general observations upon the subject, and upon the system under which locomotive power is supplied, on this line of railway.

There was, no doubt, on this occasion a curious combination of misfortunes; and the circumstance of their occurring in such rapid succession, may be looked upon, to a certain extent, as accidental; at the same time, it is not probable that this series of mishaps would have happened under a better system, as I shall proceed to show.

It will have been observed that when the first engine, No. 24, had failed, No. 14, which had *done its day's work*, was sent on with the train; that when No. 14 failed, No. 25, which *had also completed its day's work*, was telegraphed for to Kidderminster; as well as that, when No. 25 became useless, an engine, No. 10, was sent from Worcester, which was just about to take out a goods train.

Now, it is shown here, that no spare engine was at hand to supply any accidental deficiency, even at Worcester, the principal locomotive establishment of the Oxford, Worcester, and Wolverhampton Company; and, I find, that it is not part of the contractor's system to keep engines in steam, ready for contingencies, or for piloting.

The contractor has twenty-eight engines, of which about twenty-one are constantly at work; two are either "standing spare," running for others, or doing special work; and five are undergoing thorough repair. The working engines are, as a rule, worked every day, until reported by their drivers to be in want of repair, and only subjected, until that time, to such cursory examination as may be made in the night between their hours of work. The same drivers are stated to be almost invariably kept on the same engines, and they report in a book, every night, the conditions of their respective engines,—either that they are in good order, or, if not, whatever may happen to be amiss. The fitter who completes any repair, then crosses out the report, and signs his own name.

It cannot be doubted that periodical *thorough* examination of the engines, in addition to the precautions above described, is required to secure the greatest amount of safety to the public, as well as to the servants of the Company; but this does not seem to be provided for in the arrangements of the contractor, excepting when it is necessary to take an engine into the shop for *thorough* repair.

These accidents are partly attributable also to defective workmanship.

In the case of No. 25 engine, the loss of the regulator valve may perhaps be considered to be owing to an accidental occurrence, though it would be better that it should be more securely attached to the face of the steam-pipe; but in the cases of engines Nos. 14 and 10, the failures occurred in consequence of defective workmanship; and in the case of No. 24, from a want of more frequent thorough examination.

Oxford, Worcester, and Wolverhampton Railway.

Accident near Hartlebury.

The delay which occurred to the express train on the 18th of October last was occasioned, then, by a series of mishaps, which were, to a great extent, attributable to defective workmanship, and to the want of a better system, as regards spare engines and thorough examination; though there is no doubt that it was an extraordinary circumstance that so many failures should have occurred in such rapid succession, and almost equally surprising that they should have been unattended with personal injury.

I do not now propose to go any further into this question of the supply of locomotive power to the Oxford, Worcester, and Wolverhampton Railway, because I understand that the existing contract is to cease with the present year, and that the line is to be worked for the future by the London and North Western Company; but I should otherwise have considered it my duty to do so.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

Oxford, Worcester, and Wolverhampton Railway, Worcester, January 3, 1856.

Sir,

Having laid before the Directors of this railway your letter, dated the 13th ultimo, containing copy of Captain Tyler's report upon the circumstances which attended an accident to an express train, near Hartlebury, on the 18th October 1855, I am instructed to say,—with reference to the observation of the Lords of the Committee of Privy Council for Trade that, under the system of working the traffic through the agency of a contractor, it was the duty of the Directors to have provided for a proper periodical inspection by their own officers of the locomotive stock,—that such provision was duly made by them, and carried into effect; and, with reference to their Lordships' desire to be informed when the locomotive department shall have been placed upon a more satisfactory footing, I am to state that arrangements are at this time being made to take it into the hands of this Company from the 1st of the ensuing month.

I am, &c.

Captain Galton, R.E. &c. &c.

Noel Thomas Smith, *Secretary.*

SHREWSBURY AND HEREFORD RAILWAY.

Shrewsbury and Hereford Railway.

Accident at the Dorrington Station.

Railway Department, Board of Trade, Whitehall, January 9, 1856.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the Report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred on the 11th ultimo at the Dorrington Station of the Shrewsbury and Hereford Railway.

My Lords trust that the Directors will take steps to remove the source of danger pointed out by the inspecting officer, arising from the inadequacy of the means in use on the railway for coupling together the waggons of goods trains.

My Lords also trust that the trains will be supplied with a means of communication between the engine-driver and guard, by which the servants of the company may respectively be enabled to know when any accident occurs, by which the vehicles of the train become separated.

My Lords direct me also to request you to draw the attention of the Directors to that part of the report in which it is stated that the guard of the train was not supplied with a time-piece, and that he was not required to make out any time bill.

My Lords direct me to observe that a correct knowledge of time, and a careful adherence to the hours laid down for running the trains, form one of the principal elements in the safe working of a railway.

I am, &c.

The Secretary of the Shrewsbury and Hereford Railway Company.

Douglas Galton, *Captain Royal Engineers.*

(Enclosure.)

Shrewsbury and Hereford Railway.

Accident at the Dorrington Station.

Railway Department, Board of Trade,
Whitehall, January 1, 1856.

Sir,

In compliance with the instructions contained in your letter of the 20th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended an accident that occurred on the 11th December to a train at the Dorrington Station of the Shrewsbury and Hereford Railway.

A special cattle train, with a guard's break and a third class-carriage attached, left Ludlow for Shrewsbury at 4h. 50m. a.m. on the 11th December, and having taken on 9 waggons at the Craven Arms Station, making the total number of waggons 13, arrived all right at Church Stretton ($12\frac{3}{4}$ miles from Shrewsbury), the summit of the incline between Shrewsbury and Hereford.

From Church Stretton the line descends all the way to Shrewsbury, and from Leebotwood ($9\frac{1}{4}$ miles from Shrewsbury) the incline is 1 in 117 for 71 chains, 1 in 90 for 88 chains, and 1 in 105 for 81 chains to Dorrington Station.

The train stopped at Leebotwood to take up passengers; and the guard, who rode in the break behind the waggons but in front of the third-class carriage, states, that he there examined all the couplings and found all the waggons connected together by the couplings at the centre, side chains not being used on this railway for goods trains.

The engine-driver states, that he used steam to start from Leebotwood, but shut it off when he had got about half a mile from it; that he travelled at from 15 to 20 miles an hour down the incline, and whistled for the guard's break when about three quarters of a mile from Dorrington, and caused the tender break to be put on half a mile from Dorrington, at which place he stopped at 6h. 10m. or 6h. 15m. a.m., not being then aware that he had lost a portion of his train. In the course of 1m. or $1\frac{1}{2}$m. the afterpart of the train arrived and ran into the portion attached to the engine, destroying 4 waggons and damaging two others, killing a number of fat cattle, but fortunately not injuring any of the passengers or company's servants.

The guard's statement slightly differs from that of the driver, inasmuch as he says he heard the driver sound the whistle for his break when *not more* than half a mile from Leebotwood; that he then put it slightly on for the purpose of easing the train down the incline, and screwed it hard on when about 200 or 300 yards from Dorrington Station; and that as the morning was very dark with snow, he was not aware that the train had separated into two parts until the collision actually took place. He judged his speed at the time at three miles an hour; but from the damage done, this was probably an under estimate. The guard believes that the coupling of a waggon became unhooked in descending the incline, as he felt no jerk, such as might have been expected had one of the couplings broken.

The causes which led to this accident are evidently as follows:

1st. The insufficient manner in which goods trains are connected together by a single chain.

2nd. The absence of a means of communication between the engine-driver and guard, by which the division of a train into two parts might immediately be made known to both parties, and the proper means for securing its safety be at once made available.

It also appeared that the guard of this train carried no watch, and was not required to make out any time bill.

I am further of opinion that there is great risk of collisions taking place on this single line of railway at Dorrington Station, from the practice adopted of causing certain trains proceeding in opposite directions to pass each other at that place, on account of the shortness of the siding available below the station platform.

I have, &c.
W. Yolland,
Lt.-Colonel Royal Engineers.

Captain Galton, R.E.
&c. &c.

Shrewsbury and Hereford Railway Offices,
Shrewsbury, January 10, 1856.

Sir,

I have to acknowledge the receipt of your letter, dated yesterday, enclosing Colonel Yolland's report, respecting the accident that occurred at

Shrewsbury and Hereford Railway.

Accident at the Dorrington Station.

Dorrington Station on the 11th ultimo, which shall be laid before the next meeting of my Board.

I have, &c.

Captain Galton, R.E. WALTER ROBERTS,
&c. &c. *Secretary.*

WATERFORD AND TRAMORE RAILWAY.

Waterford and Tramore Railway.

Accident near the Kilbarry Level Crossing.

Railway Department, Board of Trade,
Whitehall, November 13, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report by Colonel Wynne upon the circumstances of a fatal accident that occurred on the Waterford and Tramore Railway on the 13th September last, near the Kilbarry level crossing, and which, there appears reason to believe, may have been occasioned by the dangerous state of the crossing, owing to the insecure construction of the gates, and the defective condition of the fences at the crossing.

By the 24th and 25th sections of the Company's Act, 14 & 15 Vict. c. 112., powers are given to the Board of Trade of making rules for the regulation of the level crossing, and, if necessary, of requiring the substitution of a bridge for the level crossing.

I am, therefore, to request that you will bring the matter to the notice of the Directors, and inform them that my Lords trust to receive from them an assurance that steps will be taken without delay to complete the works mentioned in Colonel Wynne's report for diverting the road, and carrying it by a bridge over the railway, and that in the meantime the improvements recommended by Colonel Wynne will be adopted with respect to the gates and fences; so that it may be unnecessary for their Lordships to resort to the exercise of the powers vested in them under the provisions of the Company's Act that have been referred to.

I am, &c.

The Secretary of the DOUGLAS GALTON,
Waterford and Tramore Railway Company. *Captain Royal Engineers.*

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, October 19, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances which attended a fatal accident that occurred to Ellen Grant, who, it is supposed, got upon the Waterford and Tramore Railway, at a level crossing at Kilbarry Bog, and was run over by a train near that place.

The particulars of the accident, as far as I have been able to ascertain them, are these:

The driver of the 9 p.m. down train, on the 13th September, felt that his engine had passed over some obstruction; on reaching the Kilbarry level crossing he desired the gatekeeper to go back and ascertain what it was, the night was very dark; at a short distance from the crossing the remains of a woman, very much mangled, were found. I was not able to obtain any evidence, nor was there, I understand, any given at the inquest, to show that the deceased had got on to the railway at the level crossing; but from the nature of the crossing it is quite possible that a trespasser might get on the line there, without being perceived by the gatekeeper; the railway crosses the road so obliquely, that the gates are full 50 yards apart. These gates are constructed with a wicket in the centre without any secure fastening; and a person desirous of getting on the line might do so without difficulty, unperceived by the gatekeeper; the fence also on the Waterford side offers but little obstacle to a trespasser. As it was stated to me that this part of the line is much trespassed upon, it is incumbent on the Company to take measures to render the gates of the crossing more secure, and also to improve the fences. One of the Directors informed me that the Company had obtained the consent of the grand jury to divert the road and pass it by a bridge over the railway. This will be a very great improvement, as the crossing is a most objectionable one; but in the

meantime the measures I have recommended should be attended to for the public security.

Waterford and Tramore Railway.

Accident near the Kilbarry Level Crossing.

I have, &c.

The Secretary,
Railway Department, Board of Trade.

George Wynne,
Lieut.-Col. Royal Engineers.

Waterford and Tramore Railway,
Offices, No. 20, Molesworth Street, Dublin,
November 15, 1855.

Sir,

I beg leave to acknowledge the receipt of your letter of the 13th instant, and also of the copy of a report by Colonel Wynne, relative to the fatal accident that occurred to Ellen Grant on the 13th September last on this railway, near the level crossing at Kilbarry Bog.

I am instructed by the Directors to acquaint you, for the information of my Lords Commissioners of the Privy Council for Trade, that the Board had determined prior to the accident, viz., on the 29th day of August last,—when a resolution of which the annexed is a copy was passed at the Board,—to substitute a bridge over the railway, with a necessary diversion of the road for that purpose, in lieu of the present level crossing, and for which the consent of the grand jury of the county of Waterford had been obtained.

Estimates have been procured, and proposals for the execution of those works called for from competent contractors, and no unnecessary delay will be allowed to take place in completing them.

I am likewise directed to state that in the meantime the improvements recommended in Colonel Wynne's report will be adopted, relative to gates and fences at the crossing referred to, in order to insure greater safety to the public.

I am, &c.

Captain Douglas Galton, R.E., &c. &c.

Geo. N. Wood,
Secretary.

Copy of a Resolution passed at a Meeting of the Board of Directors held the 29th Day of August 1855.

" Resolved,

" That measures be immediately taken to make the road over the present level crossing at Kilbarry."

WIMBLEDON AND CROYDON RAILWAY.

Wimbledon and Croydon Railway.

Accident near Mitcham to a London, Brighton, and South Coast Railway Company's Passenger Train.

Railway Department, Board of Trade,
Whitehall, December 12, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of their inspecting officer of his inquiry into the circumstances which attended the accident that occurred to a passenger train on the Wimbledon and Croydon line near Mitcham, on the 24th October last.

My Lords instruct me to call the particular attention of the Directors of the Wimbledon and Croydon - - } Railway Company to the remarks of the London, Brighton, and South Coast } inspecting officer that the ballast on the line is insufficient; and that until it shall have been sufficiently ballasted a low rate of speed should be adhered to.

I am, &c.

The Secretary of the Wimbledon and Croydon Railway Company.
The Secretary of the London, Brighton, and South Coast Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
Whitehall, December 4, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident that occurred to the 4.48 p.m. train

Wimbledon and Croydon Railway.

Accident near Mitchamto a London, Brighton, and South Coast Railway Company's Passenger Train.

from Croydon to Wimbledon, on the Croydon, Mitcham, and Wimbledon Railway, on the 24th October, which resulted in the death of the engine-driver.

The place of the accident is about one mile and a half from the Croydon junction. When I visited the spot, shortly after the occurrence, and before the line had been repaired, I found it very much thrown out of its true position, the rails being bent in and out for a length of about 63 yards. The first appearance of bending in the rails was very slight, and hardly to be detected; but proceeding along the line in the direction the train was going, the distortion of the rails rapidly increased, until at the end of the distance named, the line assumed quite a zig-zag appearance, the rails, however, preserving their parallelism and continuity, and the chairs remaining unbroken and retaining their keys; but at this point, no doubt from the extreme bending of the rails, the end of a meeting-rail at the joint was forced out of its chair and became entangled in the right-hand driving-wheel, around which it wound itself, breaking across somewhere about the middle of its length; the engine here left the rails, running off to the right and upsetting. The line was broken up for a further distance of about 23 yards.

Close to the spot where I detected the first bending in the rails I had the line opened out, and of the two first sleepers exposed, one had but 2 inches of ballast under it, and the other almost none. I had then a number of other sleepers cleared out, and the quantity of ballast under them varied from 5 inches to 7 inches, which would give the total depth of ballast on the line at this place from 8 to 15 inches; the quantity given in the details of the line which were furnished by the chief engineer is stated to be 2 feet in depth. It was stated to me, when I was examining the line, that at this spot the railway occupied the site of an old tramway, which to all appearance it does, and that that would account for the apparent deficient amount of ballast, the consolidation of the old tramway rendering a large amount unnecessary; but when I came to examine the substratum I found it to be soft as that of a ploughed field, and it appeared subsequently in evidence at the inquest that this part of the line had been sold to a landowner, who had brought it into cultivation; other evidence given by the servants of the Company went to show that after the opening of the line "the sleepers had slewed from a straight line in several "places," that "the rails sank with the weight of the engine," that "the rails "always gave a bit of a shake when the train passed on them between Mitcham "and Wimbledon," and that "there had been a sunken rail near the Croydon "junction." Whilst I was examining the line the agent of the contractor denied, in the presence of the chief engineer, that he was bound to put two feet of gravel on the line. I must be permitted to say that, from my knowledge of the engineer, he is quite incapable of wilfully making a mis-statement, but the error was an unfortunate one, as it tended to mislead the inspecting officer. The evidence which I have obtained with regard to the speed of the trains is, that they were timed to do the distance (6 miles) in 12 minutes; but the locomotive superintendent having learned, I presume, the state of the line, directed the driver not to mind his time-table, but to drive steadily; this order does not appear to have been much attended to, as the distance appears frequently to have been done in 13 minutes, and in one instance in 12 minutes: this would give a speed of 30 miles an hour, but if the stoppage which all trains had to make at Mitcham, and the reduced speeds required in passing the junction and approaching either end of the line, be taken into consideration, the speed will be found to be full 36 miles an hour over some parts of the line. This speed, which, on an ordinary well consolidated line, would be quite safe and nothing unusual, must, on a line in the condition which this one appeared to be in, have been highly dangerous.

To account for the line being in this condition, when it is stated to have been in good order at the time of its inspection, I am informed that it was ballasted during perfectly dry weather, and, moreover, that the ballasting was done by horses and not with locomotive power; the latter is of great service in consolidating a line and detecting weak points before the line is opened for traffic; a few days before the line was opened there was a heavy fall of rain, and the line became in the condition described.

In my opinion, all things point out the cause of the accident to have arisen from a high speed over a line deficient in ballast, and imperfectly consolidated;

and as from the position and circumstances of the line it is probable that high speeds will be maintained over it, I consider it incumbent on the Company to see that the line is amply ballasted, and that they have a well consolidated permanent way before recurring to high speeds; more especially as the rail is lighter than ordinary, and the joints are not fished.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

GEO. WYNNE,
Lieut.-Col. Royal Engineers

Railway Department, Board of Trade,
Whitehall, December 7, 1855.

SIR,

WITH reference to Lieut.-Colonel Wynne's report of the 4th instant, on the circumstances connected with the accident which occurred on the Wimbledon and Croydon Railway on the 24th October, I beg to remark that an inspecting officer is furnished by the engineer with the details of the mode of construction adopted in making any new line of railway, and he accepts those details as correct, unless there be any circumstances calculated to throw doubt on them. If, however, when making his inspection, from the appearance of any part of the line, or from the oscillation or unsteadiness of the engine, he has reason to think that the line has not been properly made, or that there are any errors in the details supplied to him, he makes particular examination of that which has attracted his attention; but in the generality of cases the unevenness in the motion of the engine would be more likely to have resulted from the line being badly packed, than from a deficiency of ballast; and it would be quite impossible for him, as he travels over the line on any engine, to detect all the places in which an insufficient supply of ballast has been laid down.

In the present instance, there was nothing to create any suspicion that the details were not strictly correct; for, although I believe it was only the second time that an engine had passed over the line, I found the motion very even and smooth. From what has subsequently transpired, it is probable that this smoothness was partly due to the line having been made during a very dry season, and had I considered that the line was in a different state from all new lines, I should have reported the fact, as an additional reason for their Lordships' assent to the opening for traffic being withheld, besides those given in my reports of the 11th and 29th September.

Subsequent to my inspections, but prior to the opening of the line for traffic, a very large quantity of rain fell: and it is well known that all new lines require to be very carefully looked to after they are completed, more particularly after heavy rains. I am unable to state whether any persons were employed on the line subsequent to these rains, but prior to the day on which it was opened.

I have, &c.

Captain Galton, R.E.,
&c. &c.

W. YOLLAND,
Lieut.-Col. Royal Engineers.

London, Brighton, and South Coast Railway,
Secretary's Office, London, December 21, 1855.

SIR,

I HAVE submitted to the Directors your communication dated the 12th instant, enclosing a copy of Colonel Wynne's report, on the accident which took place on the Wimbledon and Croydon Railway, on the 24th of October last.

I am desired to state that the suggestion of their Lordships, as regards speed, has already been anticipated by my Directors, and that since the date of the accident in question the rate of speed of the trains, on the Wimbledon and Croydon line has been considerably diminished.

As regards the observations made by their Lordships with reference to the ballast, I am desired to say that a copy of your communication has been transmitted to the Croydon and Wimbledon Company, and their immediate attention has been requested to the statements and recommendations of Colonel Wynne.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

FRED. SLIGHT,
Secretary.

Wimbledon and Croydon Railway.

Accident near Mitcham to a London, Brighton, and South Coast Railway Company's Passenger Train.

Wimbledon and Croydon Railway Company,
London, 22, Parliament Street, December 27, 1855.

SIR,

I HAVE to acknowledge the receipt of your letter dated the 12th instant, enclosing a copy of a report of the inspecting officer, relative to the accident which occurred on this railway on the 24th October last. I am desired to state that the report has been referred to the engineer of the Company, with a view to meet, as far as possible, the suggestions therein contained.

I have, &c.

CHAS. E. REED,
Secretary.

Captain Galton, R.E.,
&c. &c.

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For Her Majesty's Stationery Office.

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REPORTS

OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

FOUR ACCIDENTS

WHICH OCCURRED ON

THE SOUTH EASTERN RAILWAY;

One near the Reading Station on September 12,
One near Gravesend on September 29,
One at the Bricklayers' Arms Junction on December 7,
One at the Strood Station on December 25,

1855.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

9

RAILWAY ACCIDENTS

SOUTH EASTERN RAILWAY.

Accidents at Reading and Gravesend.

Railway Department, Board of Trade,
Whitehall, November 14, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copies of the reports which my Lords have received from their Inspecting Officer upon two accidents which occurred upon the South Eastern Railway.

South Eastern Railway.

Accidents at Reading and Gravesend.

The first report has reference to the accident which occurred at Reading on the 12th September, in consequence of a collision between an engine and a passenger train proceeding in opposite directions upon the same line of rails.

The second report relates to the accident which occurred near Gravesend, in consequence of a collision between a passenger train and a goods train which was being shunted at the point where the branch line leading to the goods station joins the main line.

My Lords have carefully considered these reports, and they direct me to forward the following remarks upon them, with a request that you will cause them to be laid before the Directors of the South Eastern Railway Company.

The accident at Reading is attributed primarily to the carelessness of the engine-driver, Crossley, and to the fact of his having passed the point where the goods and engine siding at Reading joins the main line without reference to the signal, but the Inspecting Officer shows that from the inadequacy of the staff of servants at Reading no permanent signalman was stationed at this junction, and that the engine-drivers and firemen had therefore become accustomed to pass this junction for shunting purposes without regard to the signals.

The Inspecting Officer also attributes the accident in some degree to the fact, that the locomotive department at Reading does not appear to be placed under sufficient supervision.

It is shown in the next place that on the day on which the accident occurred the duties of the servants of the Company at Reading had been much increased by excursion trains having been run, but that the staff was diminished, and that two of the servants were kept on duty for nearly 24 hours, with barely a sufficient interval for their meals.

This reduction is stated to have been ordered by the superintendent, notwithstanding that the station-master had applied for an addition to his staff to meet the increased work on the occasion.

My Lords regret to observe that it would appear from these reports that the inadequacy of the staff was not caused by temporary pressure. The superintendent states that the servants are worked as hard on other parts of the line as at Reading; and the Inspecting Officer gives it as his opinion "that such a state "of things on the line is alike improper towards the men employed and dan- "gerous to the public safety."

A fact was stated with reference to the servants of the Company at Reading, which exhibits in a remarkable manner the absence of system in the management, viz., that one of the porters had been removed from the station for a period of ten months without the knowledge of either the general manager or the superintendent.

South Eastern Railway.

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It would also appear from the report that although the system of working trains by means of the electric telegraph in force upon the railway requires great accuracy in recording the signals, yet that for some time after the opening of the new station at Reading, the arrangements were defective in this respect, and that the clerk conducted this duty in a careless manner.

It would further appear, that although the general manager gave orders that a certain proportion of break power should be furnished to excursion trains, this order was entirely disregarded by the superintendent.

As regards the accident which occurred at Gravesend, my Lords direct me to observe, that it would appear that a goods train was ordered to run without ordinary precautions having been taken to ensure its safe working at a part of the line where dangerous shunting operations were required to be performed by that goods train nearly every night, and that after notice of the inadequacy of the arrangements had been formally given to the superintendent, on the 21st September, no orders were issued by him with reference thereto till the 27th September, and that the arrangements he then made of appointing a porter to signal the train, were not notified to the engine-drivers and guards of the trains who were to be guided by this man's signals.

The facts disclosed by these two reports exhibit an absence of proper management on the South Eastern Railway, and an indifference to the safety of the public greater than has been brought to the notice of my Lords on any previous occasion.

The principal cause which led to both these accidents was the fact that dangerous parts of the railway had been left in an unprotected condition; and this would appear to have been due,—

1st, to the absence of arrangements for regulating the trains;
2nd, to the inadequacy of the staff for the requirements of the traffic.

The first of these causes of accident, viz., the absence of proper arrangements, throws serious blame on the principal officers of the Company; but my Lords cannot omit to observe, that the system of false economy, under which an insufficient staff has been employed, lays a heavy responsibility upon the Directors; and it is with serious apprehension that my Lords learn that the same system prevails on other portions of the line, and that, at least, one other important junction is in an equally unprotected condition with those where these accidents have occurred.

My Lords trust that the Directors will give the subject of these remarks their most careful consideration, and that they will take steps without delay to remove the defects which have been pointed out, and to render the management of their railway so efficient as to afford a reasonable security against a recurrence of the late accidents.

I am, &c.

The Secretary of the South Eastern Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade, Whitehall, October 29, 1855.

Sir,

South Eastern Railway.

Accident at Reading.

In compliance with the instructions contained in your letter of the 13th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 12th ultimo, near the Reading station of the South Eastern Railway.

A new passenger station was opened at Reading on the 30th August last, communicating by a single line, 400 yards in length, with the main double line of the South Eastern Railway, for the purpose of more closely connecting it with the line of the Great Western Company.

A junction was consequently formed, at a distance of 600 yards from the extremity of the new station, between the old and new lines; and it was pro-

vided with two double semaphore signals—one for controlling the ingress and egress of trains to and from the new station, and the other for regulating the traffic to and fro, between the goods shed, the engine shed, the sidings, the turn-table, and the old station,—and the main line.

Considering the importance of this junction, there can be no doubt that a signal-man ought to have been stationed on the spot, for the control of the regular traffic, and of the shunting operations necessarily carried on between the points above enumerated and the main line. But a more economical arrangement was in force; one of the station porters was employed to attend to the points and signals, and it was his duty to proceed from the station to the junction for this purpose ten times a day, on the arrival and departure of all the passenger trains. In the case of the goods trains, this signalman-porter was *not* expected to attend at the junction; but the drivers were in the habit of employing their firemen to work the points, and were supposed to direct them in the working of the signals; and the functions of the signalman, which are of great importance at all junctions, and which are always necessary for the control of the drivers, were thus performed under the directions of the drivers themselves. The arrangements were still worse, however, in regard to the shunting operations; for these were at all times carried on past the junction whilst the signal showed danger; and an additional excuse was afforded to the drivers, for disregarding the semaphore applying to the old station and the other points above referred to, by its being habitually left without a light after seven o'clock in the evening.

Enclosure No. 1.

These arrangements will be better understood by reference to the enclosed plan, on which it will also be observed, that there is a ticket platform immediately to the east of the junction, and that there are two cross-over roads in the same direction—the one at 60, and the other at 170 yards from the signals. These crossing places are used for enabling the engine of every passenger train to pass round to the rear on its arrival at the ticket platform, for the purpose of pushing it along the single line into the station, a mode of working occasionally adopted, but not the less objectionable, on account of the risk of accident by any of the passenger carriages being thrown off the line. I would recommend, in passing, that this practice, which is necessitated, at present, by the circumstance, that if an engine were to go into the station at the head of its train, it could not get out again without pushing the train out also, should be obviated for the future, by the addition of a turn-table, or a crossing place at the head of the station, or by any other mode that the company may think fit to adopt.

The regular staff at the passenger station consisted of a station-master, three porters, (including the signalman,) and a ticket-collector, who had charge of the telegraph; and the station-master says that he obtained great assistance from two men who were employed to carry passengers' luggage from the South Eastern to the Great Western Station. The regular porters were worked too hard, even in attending to their every-day duties; and how much more they were overtasked on the occasion in question, I shall presently endeavour to describe.

The following are the details of the accident:—

On the morning of the 12th ultimo an excursion train was run, in two parts, from Reading to Brighton; and from the staff which has been enumerated as belonging to the Reading passenger station—already too weak—the ticket-collector and telegraph-clerk, and one porter, were taken away,—the former to act as under-guard of the second excursion train,—and the latter to relieve the guard of the express train leaving for London at 8 a.m., who had been told off for a similar duty with the same train. The station-master had, in a letter to the superintendent two days previously, requested to be allowed some assistance on this busy morning, because, as he said, "the office duty will fully occupy me;" but he had received no reply to his application. On the contrary, on the following day (the 11th of September) a letter reached him from the Superintendent, instructing him that the empty carriages for the excursion train would arrive at Reading at 6.15 a.m. the next morning, that it might be necessary to divide the excursion train into two parts, that the superintendent would be on the spot himself to make the arrangements, *and that he was to provide from his*

Appendix A. to Enclosure No. 2. Station-master to Superintendent, 10th Sept. 1855.

Appendix B. to Enclosure No. 2. Superintendent to Station-master, 11th Sept. 1855.

South Eastern Railway.

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staff two guards for the second train, which he did in the manner above described. The place of the ticket-collector, at the telegraph, was supplied by a nephew of the station-master—a boy nearly 15 years of age, who had been employed by his uncle in "assisting and learning for six or seven weeks," and who received *no pay* from the Company; and one extra man only was taken on by the station-master at 6 o'clock in the morning, on his own responsibility, to act as a porter.

The passenger engines, also, were thrown out of their turn on the day in question. Amongst other alterations, the engine that usually conveys the 6.30 p.m. down train from Guildford to Reading, was attached to the excursion train; and, in order that its place might be supplied, a telegraph message was sent by the locomotive foreman at Red Hill to Crossley, a driver at Reading, in the following words:—"Come to Guildford to meet 6.30 down train."

This message was received by the station-master's nephew at a quarter past six in the evening, when the station-master was at home at his tea, and when this boy and one porter only, were—the one at the old and the other at the new station—the one in charge of the telegraph, and the other taking care of the office, and generally, of the passenger station. The boy took the message to the porter, and asked him to carry it to the driver to whom it was addressed; but the porter said, that, having been placed in charge of the office, he could not leave it, and requested the boy to take it himself, when the boy replied that he had his own work to attend to at the telegraph; and, as the latter did not seem inclined to leave his telegraph, either for the purpose of taking charge of the office whilst the porter went in search of Crossley, or to proceed to Crossley himself, the porter at length persuaded him to take the message to the station-master's house, which was within five minutes' walk.

The boy did so, and received instructions from his uncle to send an engine-cleaner with the message to Crossley. He then returned to the station, and told the porter that the latter would have to go with the message if he could not find a cleaner. He went to the shed, and, being unable to find a cleaner, brought the message back to the porter, who at once started off, "as fast as he "could run," to find Crossley.

The porter first met a driver of the name of Crook, but this man could give no information in regard to Crossley's residence. He then went to the goods' shed, and inquired of the foreman, who could only point out the direction to him. He next went, without effect, to the "Cannon" public-house, and afterwards to the "Spotted Dog," where he was properly directed. On reaching Crossley's house, the porter showed the message to a female, who called Crossley, and told him he had to go. Crossley asked what the time was, and the female replied, "It is past 7;" upon which the porter said, "Yes, he has no time to spare." Crossley was perfectly sober, very collected, said he would go directly, and asked the porter to tell his mate, in passing the shed, to stir up the fire and get the engine ready.

The porter complied with his request, and then returned to the station, where, being lamp-man, he at once set to work lighting his lamps. He afterwards went to the office at "more than a quarter-past 7," and seeing the station-master there, he said to him, "I have found Crossley, who will be here "directly."

In the meantime Crossley went to the engine shed, and not finding his fireman there, desired his engine cleaner, Ferguson, to jump up and trim the lamps. The lamp at the chimney end of the engine was accordingly lighted, and Crossley lit his gauge lamp, but he remarked that they could light the other lamps on the road, before reaching Wokingham; and the engine, therefore, starting from the shed tender first, was unprovided with lamps in its front.

In passing from the engine shed to the main line, it is necessary, either to cross to the up line from the points near that building (*vide* diagram), which is the more common method, or to use the points at the junction, which are kept set for the down line, and require, therefore, to be also "worked" on such

an occasion. As before stated, no signalman is stationed at the junction; and, in order to get on his proper line of rails, Crossley should therefore have directed his fireman to work the points, and have crossed with his engine at one of these places.

The necessity for doing this does not appear, however, to have occurred either to Crossley or the cleaner; but, in their hurry, they went straight out of the shed, and along the down line towards Guildford, the latter busily engaged in trimming the lamps previously to lighting them, and the former attending to his fire, and filling his oilcan for the purpose of oiling his engine. They both knew that the down train was nearly due, but, as it did not occur to either of them that they were proceeding along the wrong line of rails, so, of course, they did not for a moment imagine that they were in any danger on that account. Their inadvertence in this respect appears, at first sight, most extraordinary, inasmuch as it must be, in ordinary cases, almost impossible for an experienced driver to run along the wrong line of rails without being aware of it; but, in the present case, an explanation is afforded by the fact, that the up line of rails had been given up to the contractors for some months previously, to enable them to bring material for the formation of the embankment leading to the new station; and the down line had, in the meantime, been used as a single line, and been traversed by the drivers, therefore, in each direction. It was only thirteen days before the accident that the traffic was restored to the two lines, and the habit, which he had previously acquired, of running to Wokingham on the down line, prevented Crossley, probably, in his anxiety to carry out the orders he had received, from discovering his mistake.

The engine from Reading was thus proceeding along the down line, at considerable speed, when it met the 4.40 down passenger train from London, travelling in the opposite direction, at the rate of perhaps 40 miles an hour; and a fearful collision ensued, resulting in the death of five individuals, including the driver Crossley, and in serious injury to ten others. It occurred about 7.24 p.m., on a curve a mile and a half from the Reading station, on which the driver of the pilot engine could not, if he *had* been on the look-out, have seen the approaching down train for more than 560 yards, and on which the driver of the latter could not have seen the pilot engine for anything like that distance, for want of lights at the rear of its tender. The evening was thick, and it was getting very dusk. The passenger driver, though he observed the pilot engine a little before, only found out that it was travelling upon the down line when he was close to it, and when Crossley chanced to open his fire-door; and neither the latter, nor the engine cleaner who was with him, appear to have thought of the possibility of a collision until the moment of its occurrence.

The driver Crossley had been 10 years in the company's service. From being a boy in the shed, he was made a stoker eight years since, and was promoted to be a driver five years afterwards. He had been stationed for a year and a half at Reading, and is stated by the locomotive superintendent of the company to have "always had a very good character," and to have been considered a very careful steady man. The locomotive foreman, also, of the Reading branch, under whom he had served for two years, represents him to have been "a very "steady, attentive, and obedient man;" and his fireman, who served with him for upwards of a year and a half, says that he has "always found him a "steady, sober, quiet man, as ever existed."

I have been thus particular in depicting this unfortunate man's character, because the principal part of the blame of the collision has been hitherto laid upon him; and, for the same reason, as well as to determine the proportion of it which should rest upon others, I now propose to analyse more closely the circumstances of the case, together with the rules of the company, and the practices of the station.

Crossley has been accused, principally, of three faults: — 1st, of starting from the shed without previously coming to the station to get further orders from the station-master, or to ascertain from the telegraph clerk that the line was clear to the next station. 2dly, of passing the semaphore signal at the junction when it was set at "danger;" and 3dly, of neglecting to cross over to his proper line of rails before proceeding towards Guildford

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There is no doubt that he did all these things, but it will be seen, now, under what circumstances.

An admirable rule is in force on the South Eastern Railway, prohibiting the starting of any engine or train from a station, until the line has been signified by telegraph from the next station in advance, to be "all clear," after the passage of a previous engine or train; and this rule appears to be well understood by the servants of the company. In order to carry it out, it has been the practice at Reading, as well as at other stations on the line, for any driver who is ordered to take his engine away on duty, with or without a train, to communicate with the station-master before starting, or, at least, to ascertain from the telegraph clerk that the line is clear to the next station.

Now, on the occasion in question, a telegraph message was put into Crossley's hand, at 7 p.m., at his house, by the station-master's orders, directing him to meet at Guildford—a station 25 miles distant—a train which was due to leave that station at 7.52; and an observation was at the same time made by the bearer of the message, to the effect that he had no time to spare. The remark thus offered was much to the purpose, for, with all Crossley's haste, he found, on leaving Reading station, that it would be impossible for him to reach Guildford in time to do as he was ordered, and that the utmost he could hope to effect, was to meet the London express at Ash—a station 6 miles nearer to him. The station-master, who sent the message, states that he expected to see Crossley himself before he started, and that he considers it unjustifiable in him to have left Reading without first seeing him. The porter who took the message replied to my questions in the following words: "Crossley did not "understand from me that the station-master was at tea. I did not consider "that he was coming to the station-master after what I had said to him. I "did not think whether he would or not."

The previous train, as Crossley must probably have known, left Reading at 6 o'clock, and he could have had no apprehensions on its account: on the contrary, it is highly probable that he believed, when he received a message ordering him to start,—a message brought to him in hot haste from the station-master, which not only left him without a minute to spare, but which he actually had not time altogether to obey,—that the station-master had made proper arrangements, and wished him to be off as soon as he possibly could, without coming up to the station for a personal conference, which would have occupied many more minutes. The station-master returned to the station from his tea at five minutes to 7, and he does not remember having seen any person from that time until after the accident, though the porter said to him in his office, between a quarter and half-past 7, "Crossley will be here directly." He stood on the platform for a quarter of an hour or 20 minutes, after returning to the station, but could not inquire for Crossley, "*because there was no one there.*" It is certainly singular, when so much of his energy was devoted to expecting the porter and Crossley, that he does not remember the porter's report to him, and that he took no further steps in regard to Crossley until he heard of the accident, at about half-past 7 o'clock.

In regard to the first charge against Crossley, I think, then, that under all the circumstances of the case, it was not unnatural for him to suppose, when the telegraph order was handed to him, that he was intended to start as soon as he could for Guildford; and I am of opinion that, in sending *such an order*, which required to be immediately acted upon, the station-master ought to have added a message of his own, directing him, either to come to the station before starting, or not to do so.

The second charge against Crossley—that of passing the danger signal at the junction, is very easily disposed of. In neglecting to station a regular signalman at this point, in permitting the drivers to shunt past the signal daily when at danger, and in allowing the signal to remain without a lighted lamp, the company offered every possible inducement to the drivers to disregard it; and upon them, therefore, rests the blame of this act, rather than upon Crossley. I may remark here, that even the lamp of the semaphore applying to the line leading to the new station, was not lighted until *after* Crossley had taken his departure; and that the lamp of the semaphore, which he is accused of not

obeying, was not lighted at all on that evening, because the custom of the station did not require it.

The third charge—that of neglecting to cross to his proper line of rails before proceeding towards Guildford—could not have been brought against Crossley any more than the second, if there had been, as there ought to have been, a signalman at the junction. In the first place, a driver ought not to be compelled, in such a case, to be solely answerable for the working of the switches, over which he may have to pass in the course of his journey, because his engine and his look-out are quite enough to absorb his attention; and, in the next place, the *habitual* presence of a signalman is necessary at every important post of this nature, to *remind* a driver of duties of this description, and to control his movements. I have already suggested the probable explanation of the fact of Crossley's not having discovered that he was proceeding on the wrong line, after he had passed the junction, in the circumstance, that for some months, before the opening of the new station, he had been in the habit of travelling in that direction upon the down line. The blame, therefore, in this case also, rests upon those who neglected to place a signalman at the junction far more heavily than upon Crossley; but the real faults that Crossley, as an engine driver, committed, and for which neither the hurry in which he was ordered off, nor anything else, can afford excuse, were, that he neglected to light his lamps before starting, and that, devoting his attention too closely to his engine, he did not keep a good look out on the road.

I shall next proceed to draw attention, specially, to the unjustifiable manner in which the porters of the passenger station have been overworked by the company, and to the reductions made in the staff on the day in question, with their result.

Of the three regular porters, one acts as switchman at the junction, which is 600 yards from the end of the station platform. They are all kept on duty from 6 a.m. till ten minutes or a quarter past 9 p.m. every day, with the exception of about two hours, during which they are absent at their meals; and they thus have thirteen hours a day of labour, and the length of time over which their work extends is fifteen hours. Formerly, one of the three was allowed to leave work at six o'clock in the evening, every third week, and each man was permitted to have every third Sunday to himself; but latterly this has not been found possible, and these men have been kept at work for fifteen hours a day, *Sundays as well as* week days, without intermission. These men severally, and very naturally remark—one, "We often wish we had more hands"—another, "The work is rather hard, and it is rather too long a time"—and the third, "I am hard worked between all the trains every day; I think we are "worked harder than we ought to be in length of time."

So much for the *ordinary* work which has been of late required of them. But, on the 12th September, when two heavy excursion trains were dispatched from Reading to Brighton, instead of the staff being increased to meet the emergency, the telegraph-clerk and ticket collector, and one of the regular porters, were, as before stated, taken away for duties connected with these excursion trains. Under the system of working by telegraph, which, as already explained, exists on the South Eastern Railway, the telegraph clerk is, perhaps, the last man who ought to be taken from his duties; and the consequences to the porters who remained, I cannot do better than give in their own words.

One of them says, "I was on duty at Reading Station at 6 a.m. on the 12th "September. It was the day of the excursion train to Brighton. I had not time "to get anything to eat until three o'clock on that day. I left the station at a "quarter to three, and came back at four. I then stayed all night*—or, at least, "until four o'clock the next morning. I then had had nothing to eat since three "o'clock the day before." The other, who attends to the junction points and signals, gives evidence as follows:—"I came on duty at a quarter past 5 a.m. on "12th September, and first got away at eleven. I did not go off duty at all "that night* or the next morning. At 9 a.m. (the next morning) I felt a little "queer, and I wanted to go home, but the station-master persuaded me to stop

* As is pointed out in the reply of the Directors to this Report, the extra *night*-work here referred to was occasioned by the necessity of clearing the line, and other duties consequent upon the accident itself; and the extra day-work only, was the result of a want of sufficient hands.—H. W. T., 3d December 1855.

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"because Sansom (the other porter) was ill, and Sullivan (the third porter) "had gone guard with an ordinary passenger train."

I find that the ticket-collector and telegraph-clerk has been taken away for the same duty about twelve times during the last twelve months, besides four times to relieve station-masters, who have been absent from different causes, and I learn that the porter Sullivan has done duty as guard with the express train about twenty times, during the twelve months that he has been at Reading Station.

I have before stated that one extra porter was taken on, on the morning of the 12th September, by the station-master at Reading, on his own responsibility; and I have already alluded to the written application which he forwarded to the superintendent two days before, for permission to be allowed some assistance on that morning, to which he received no reply. In reference to this point, I have now further to remark, that the superintendent states in his evidence, that a day or two before the 12th, he forwarded instructions to the station-master to take on an extra hand or two on that day, if he found it necessary, though he cannot remember whether they were written, verbal, or by telegraph. Now, if they had been either the first or the last, the Superintendent would have been able, probably, to produce documentary evidence in support of this statement; and it could not have been the second, as there does not seem to have been any personal interview between them at that time. I therefore am disposed to believe that the superintendent's memory must have deceived him in this respect, and that the station-master's final statement on this subject is the true one, though it is very curious, that, during his first examination, the station-master stated to me that he took on this extra man "by telegraph order from the superintendent, in reply to his request for "assistance."

There is another way in which the deficient state of the staff at the Reading Station contributed to produce the present accident. It will be remembered that Crossley proceeded with his engine towards Guildford, in consequence of a message addressed to himself by the locomotive foreman at Red Hill—a station 46 miles from Reading; and that much valuable time was lost, because the porter left in charge of the station was obliged to search for Crossley's house, of the position of which he was utterly ignorant, and because there was no other person who could be sent for him. Now, here also is shown a most discreditable want of provision for the Company's requirements; for if Crossley's engine was to be held in readiness to start, and was liable to be sent for on so short a notice, either arrangements should have been made to retain him at the station, or, if he were allowed to go away, more ready means should have been prepared for sending for him. As regards Crossley himself, no blame appears to be attached to him in this respect. I learn from the evidence of his fireman, and from that of one of the engine cleaners, that on his return to Reading, at half-past five on the evening of the accident, Crossley remarked that he wanted his tea very badly, because, having been obliged to be up early for the excursion train, he had taken nothing since the previous evening but a glass of ale and a halfpenny biscuit.

His day's work began between half-past 6 and 7 o'clock on the morning of the 12th, and consisted in, some shunting, a trip with the excursion train to Guildford, from which he returned empty, and another, with a regular train, to Red Hill and back. Though he had not much time for refreshment, his abstinence for so great a length of time appears to have been his own fault, as his fireman says that he might have had 20 or 25 minutes for his dinner, between 2 and 3 o'clock, at Red Hill, if he had chosen to take advantage of it. He had no time, certainly, at Reading, when he was there between 11.35 and 12.15, because his engine was out of order, and required his attention; but he might have taken his breakfast with him on the engine,—a common practice with drivers, and his dinner also, if he had foreseen the probability of his not being able to get away to it, and ordered it to be brought to him at the station.

Crossley had, then, returned to his home after a good day's work, and partaken of a meal after a fast of nearly 20 hours, when the telegraph order arrived, which roused him from his rest, and sent him forth upon another run of 50 miles; and, under these circumstances, it may be supposed that he was not in the best possible condition for exercising that caution and forethought, which, it is pro-

bable, from the character which is given of him, that he would otherwise have practised. I think that these considerations, combined with those which have been previously offered, account tolerably well for his actions, which appeared at first sight to be so extraordinary.

But to return to the point to which I was about to direct attention. The locomotive staff at Reading consists of three passenger enginemen and three firemen, two goods enginemen and two firemen, four cleaners, and one cokeman; altogether 15 individuals, with no person to give them orders, or see that they attend properly to their duties, but the station-master. It is not the practice on the South Eastern Railway to employ a locomotive foreman at any station that is not provided with a shop for repairs; and there is no such shop at Reading; and, therefore, there is no locomotive foreman at Reading. But Reading is 46 miles from Red Hill, the nearest place where a locomotive foreman is stationed; and whether the company consider it necessary, or not, to establish a shop for repairs at the former place, it appears to be certainly desirable that they should employ a locomotive officer, to receive any such instructions as those which were forwarded by telegraph, direct from the locomotive foreman at Red Hill to Crossley, on the present occasion, and to see they are properly carried out.

The locomotive superintendent of the company does not at all deny the impropriety of such a message having been sent direct to the driver, and considers that it ought to have been forwarded to the station-master, in the first instance, and to have been issued by him to the driver. But it is evident that the station-master, with his insufficient staff, could not have had leisure to look after the locomotive servants of the company, any more than he could spare his porters to carry messages to them; and I therefore conceive, that there ought to have been a locomotive officer at the station, as, indeed, there ought still to be, inasmuch as the station-master is neither the proper person to superintend the proceedings in the engine shed, nor, if he were, is he near enough to do it. If the company consider it desirable, by way of finding sufficient employment for such a locomotive foreman, to add a small shop at this station for repairs, I have no doubt that their service would derive considerable benefit therefrom.

It appears that the telegraph message, to which I have so often referred, was sent to Crossley at 5.15 by the locomotive foreman at Red Hill, but that it was not received by the boy at Reading until 6.15, because the telegraph clerk at Red Hill was unable to despatch it from that station until 6.13, partly on account of the difficulty of attracting the attention of the boy at Reading, and partly because he was engaged for a portion of the time on other business. The clerk at Red Hill was calling the boy at Reading between 5.45 and 6.0, without being able to obtain a reply, and again for eight minutes before 6.13. But this may not have been the fault of the boy, as it appears there was at that time frequent difficulty of communication between Red Hill and Reading, in consequence, as it is technically expressed, of the earth wire having been occasionally put on to the Reading branch, by which the communication was improved on the main line; a practice which has since been discontinued, in pursuance of an order on the subject which has been issued by the telegraph superintendent.

I have before stated, that the train which preceded Crossley's engine in the direction of Guildford, left Reading at 6.0. p.m. This train was due to arrive at Wokingham at 6.15, and was entered by the boy in the record book as having done so, though the boy admits that he does not remember having received the customary message from Wokingham announcing its arrival, and that he only made the entry in the book in the course of the evening, because he knew that to be the proper time. He adds, that he may have made several entries in the book by guess-work, though he cannot say positively that he has done so, or remember having done so, except on that evening. It further appears, that, for about four days, the clock was at the new, whilst the telegraph was at the old station; and that, during that time, this boy had sole charge of the instrument, whilst the ticket-collector was attending to his "usual duties in booking "luggage, directing parcels, and other office work." At the time of the accident, the boy was thus in a sort of permanent charge of the instrument, without a clock; and the only way in which he could perform his duty, was by running backwards and forwards between the two stations—a distance of 300 yards—with such messages as arrived, and, alternately, consulting his instrument, asking the time of his uncle, and recording it in his books. It seems also that,

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at this time, the two message books were at the new, and the train book was at the old station, and, that, as it was impossible for him to pass over to the new station as often as the *train signals* were made, the boy was obliged to make an approximate entry of them in his book, guessing the time as nearly as he could.

Considering the importance of the telegraph on this line, it is difficult to say which was the least excusable arrangement—permitting 300 yards to interpose between the requirements of the telegraph clerk, or 600 yards between the signalman's work and his junction; but it cannot be a matter of surprise, that, during this period, the ticket-collector should have given up all idea of his duties with the telegraph, and left it in the hands of the boy. It is only just to the station-master to add, that he sent two or three messages to the telegraph-superintendent, calling his attention to the fact that the telegraph instrument was not moved.

Looking to all the circumstances of this case, I conceive that it is proved conclusively, that the staff of the Reading station was kept below what the exigencies of the company's service required for the ordinary traffic—that instead of being strengthened, on a day when two extra and heavy excursion trains were run to Brighton, it was materially weakened—that the servants of the Company were consequently overtasked—and that this was the ultimate cause of the fatal consequences that ensued.

Amongst the more immediate causes of the accident, I may enumerate:—

First, and chiefly, the absence of a regular signalman at the junction.

2ndly. Want of thought on the part of Crossley, under the circumstances in which he was placed; as well as neglect in not lighting his lamps before starting, and in not keeping a good look out on the road.

3rdly. Want of forethought on the part of the station-master, in not sending a distinct message from himself with such a telegraphic communication to Crossley; though great excuse is to be made for him, in consideration of the difficulties with which he had to contend, as will be hereafter explained.

4thly. The defective state of the telegraph between Reading and Red Hill, and the consequent loss of time in the transmission of the message to Crossley.

5thly. The want of a locomotive foreman on the spot, and of some better means of sending the message, when it *did* arrive, without loss of time, to Crossley.

I have thus far confined my remarks more particularly to the actual circumstances of the case; but it is necessary that I should now go a step further, and, examining into the executive management of the line, so far as it has been concerned in producing the present accident, that I should point out the manner in which such a state of things has arisen at the Reading Station.

Under the Directors of the Company, there were, at the time of the accident, a general manager at the head of the executive department, and a superintendent, whose duty it was, under the general manager, to superintend the working of the traffic, and the staff at the stations. The superintendent took upon himself the arrangement of minor questions, but in more important matters, such as the reduction or moving of staff, it was his duty to report to, and consult with the general manager.

For the safe working of the line, it was, of course, necessary that these two officers should act in a harmonious spirit, and with a cordial understanding as to the requirements of the Company's service. But, unfortunately, such was not the case; and, on the 16th instant, in the course of a further inquiry which I deemed it necessary to make into the circumstances connected with the present accident, it was announced that a letter had been sent by the Directors to the general manager on that morning, dismissing him from their service.

Although it becomes my duty to enter upon certain questions of difference, connected with the present accident, which have arisen between these two gentlemen, yet it is not my intention, in any remarks that I may make, to offer an opinion, one way or the other, upon the course which the Directors have thought fit to pursue in this matter. I believe there are many circumstances that have influenced them in their decision, with which I am unacquainted, and into which it is not my business to inquire; and I therefore propose simply to lay before their Lordships such facts connected with the present case as I gather from the evidence which I have received.

In the first place, I beg to enclose a copy of the report made by the general manager to the Directors on the subject of the present accident, which, as will be seen, was divided at their request into two parts; the first part setting forth the circumstances of the accident, and the second part stating forcibly some of the principal defects in the company's arrangements, which led to it.

Enclosure No. 3. General Manager's letter to Secretary of Company, 2d October 1855, with two enclosures.

This is certainly a most extraordinary document for a general manager to present to his own Directors, inasmuch as it contains a complaint, that a defective state of affairs exists on the line, and has been "sanctioned from time to "time without his cognizance or approval;" and this complaint is further made in his evidence to me, when he states, "Since May last, a course of action has "been pursued independent of me. Orders have been given without my "knowledge; my orders have not been carried out; reductions have been made "in the staff without my knowing anything about it. The new station at "Reading was opened on the 29th August, but designs for working it were not "submitted to me, nor was the amount of staff for working it decided upon by "me. I received an official notice the day before it was opened, stating that it "might be opened. I then wrote the letter to the superintendent now put in."

Enclosure No. 4. General Manager's Letter to Superintendent, 29th August 1855, and regulations consequent upon that letter, 29th August 1855.

In this letter to the superintendent, the general manager directs, that a copy of an order relating to a condition imposed by their Lordships for the safe working of the single line leading to the new station, should "be given to each "man appointed to do switchman's duty at the junction," that "a copy should "be fixed in the switchman's box," and that the station-master should "read "and explain the regulation to each switchman."

The general manager asserts that, in writing this letter, he "unquestionably "intended to refer to two regular switchmen, relieving each other at proper hours "at the junction," and that it was the superintendent's duty to appoint those switchmen; but the latter gentleman says, that the arrangements for working the traffic into the new station, were prepared by him in pursuance of the instructions contained in the general manager's letter; but that it was not his "duty to appoint a switchman at that junction without special instructions "to do so from the general manager, who did not communicate to him that "the subject had been brought under his notice by Mr. Thew (the Reading station-master)." He adds, that he understood the allusions to the switchman contained in the general manager's letter, to be a recognition of the continuance of the system then existing, and not to have reference to the special appointment of two men to do duty at the junction.

The superintendent drew up, and caused to be lithographed, a paper of regulations for the working of the traffic into the new station, which he showed to the general manager the evening before the opening, and to which he obtained his approval. A copy of these is enclosed with the general manager's letter of the 29th August, (Enclosure No. 4), and it will be seen that drivers and guards are therein directed to pay particular attention to the signals exhibited by the switchman, which they certainly could not have done habitually, without a man being appointed to remain at the junction.

It appears, that, on the 25th August, four days before the opening of the new station, the general manager happened to be at Reading; and that the station-master called his attention on the spot, to the fact that a signalman would be required at the junction when the new line should be opened; on which the general manager replied that he should have one. It appears, further, that the porter who acted as switchman asked the general manager on the platform of the station, in the hearing of the station-master, after the opening, and one or two days before the accident, to let him have the switchman's place; and that the reply of the general manager was, according to the station-master, to the following effect:—"Ask the superintendent; if the station-master recommends "you, you will be likely to get it;" and, according to the man himself, that the superintendent would be down in a day or so, and he was to ask *him*. It thus seems, that the general manager had the question of the signalman at the junction specially brought under his notice before the opening, and must have known subsequently to the opening of the new station, that a regular switchman had not been appointed, though he states that he was not aware, at the time of the accident, that the appointment had not been made, and that he considered it to have been the duty of the superintendent to make it; which, indeed, appears both from his reply to the porter's application, and from the complaint contained in his report upon the accident.

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Considering the differences which existed between the general manager and the superintendent, the general manager ought, doubtless, to have issued the most careful instructions in regard to the working of the new station, and to have alluded in a special manner to the appointment of a signalman; and, even if the superintendent did not feel justified in appointing a signalman without permission from the general manager, he should have sought for that permission; though it is to be remarked that, on his own responsibility, he desired the switchman to *remain* at the junction after the accident.

It seems to me, therefore, that both the general manager and the superintendent were to blame for the absence of a regular signalman at the junction: the former for not issuing a more precise instruction on the subject after it had been directly brought under his notice, and for not seeing that the appointment was made when the porter's application divulged to him, after the opening, that the office was vacant; and the latter, who more immediately superintended the arrangements, for not filling up so important a post, and satisfying a requirement so obvious, as to render it quite unnecessary—to say the least of it—that he should wait to be informed by the general manager, that the station-master had pointed it out to him.

It is quite true, as appears to be intimated by the general manager in the second part of his report, that the regulation imposed by their Lordships for the safe working of the single line, could not be properly carried out without the appointment of a signalman, and that, therefore, the instructions which he forwarded to the superintendent, as well as the regulations drawn up under those instructions, *required* such an appointment, though they did not directly enforce it; but this was an additional reason why he should have specially alluded to such an appointment in his instructions to the superintendent, and why the latter gentleman should either have made the appointment, or brought to the notice of the general manager himself the necessity for making it.

I come now to the question of the reduced staff at the Reading station. That staff was stronger, by one porter, in the previous year; and was reduced without the knowledge either of the general manager or the superintendent, who did not find out, until after the accident, that this reduction had taken place upwards of ten months before. The then deputy superintendent, who has since left the service of the company, wrote a letter to the station-master, on the 26th October 1854, ordering him to send a man to Gomshall station, and stating that another would be sent in a few days to replace him. The station-master complied with the order, but never received another man. He believes that he called attention subsequently to the fact of another man not having been sent, but he cannot remember when, or to whom the representation was made. He did not want that man particularly, he says, but "his absence would make a difference in the "work, inasmuch as we should not wash and clean so many carriages as before." And here I may remark, that, for want of "the conveniences," the station-master has, since he has been at the new station, given up the washing of the carriages altogether.

The permanent reduction, then, of the staff at Reading, was made without the knowledge even of the superintendent; but the further temporary reduction on the 12th September, was made in consequence of direct orders from himself, and without sanction from the general manager; and the whole arrangements connected with the departure of the excursion trains from Reading having been conducted by him on the spot, the superintendent is to blame, not only for not having sent, or made any reply to the station-master's application for assistance, but also for not having seen that the staff was, instead of being weakened, sufficiently increased to meet the emergency.

I have already attributed some blame to the station-master, for not having, in sending so pressing a message as that forwarded by telegraph to Crossley's house, accompanied it by more precise instructions from himself; and it is only fair to him, therefore, that I should now represent, that, considering the circumstances of the case, great excuse is to be made for him. He must have been exceedingly hard worked on the day in question. His representations, as to the want of a signalman at the junction, as to the necessity for additional assistance at the station, and as to the required removal of the telegraph instrument to the new station, had been unattended to; and, in doing his best under these difficulties, with an insufficient staff, it was not to be expected from him, that he should have been as thoughtful and cautious as he very likely would have been under other circumstances. I may add, that these excuses for himself, were far

from being made voluntarily, and were not even elicited from him on a first examination; and that he has throughout endeavoured to make as little as possible of the inconveniences to which he has been put by the want of hands. In common with the other servants of the company at Reading, he appears to be a most efficient officer, and, indeed, if he had not been so, he would probably have been unable to carry on his duties at the station under so many disadvantages.

It cannot for a moment be supposed, that the station-master would have thus tamely submitted to the permanent reduction of his staff on the 26th October 1854, or to the temporary and more serious reduction on the 12th September 1855, if a general feeling had existed on the line, and been encouraged by the directors, of keeping the different stations on a proper and efficient footing. A want of supervision, and periods of muster, too, is evident, when it is seen that the staff of a station can be permanently reduced for ten months without the knowledge of the general manager or the superintendent; and the feeling that is likely to have influenced this station-master may be better imagined, when I state that a visit was paid to his station in May last, by the superintendent and the goods manager—not to see that his staff was efficient—but to ascertain what further reductions could be made in it.

This visit was made in consequence of a resolution of the traffic committee of the Directors, passed on the 18th April 1855, and confirmed by the board on the following day, of which I annex a copy, marked Enclosure No. 5. It will be observed, that the resolution simply points to improvements, "with a view to "increased efficiency and economy of working the traffic;" but it will presently be seen that, as far as the Reading station was concerned, the "economy" appeared to be of more importance in the eyes of the committee employed than the "efficiency."

Enclosure No. 5.
Resolution of Directors, 18th April 1855.

In pursuance of the resolution of the traffic committee, the superintendent and his coadjutors visited the different stations on the line, and, previously to doing so, he had an interview with the general manager on the subject. He states that he then obtained the consent of the general manager to the course they were adopting, though the latter gentleman asserts, that the visits were made without his consent; and he adds that, after the completion of his inspection, he printed a report, which he marked "private and confidential," and of which he sent a copy to the general manager, and one to each of the Directors.

Before visiting the Reading station, he sent a telegraphic message on the 3d May to the station-master, saying, "The goods manager and myself will be "down at your station to-day, and will be glad to receive any suggestions from "you as to increase of traffic and reduction of expenditure."

Enclosure No. 6.
Superintendent to Station-master, 3d May 1855.

The station-master, on the receipt of this message, went over the station to see what could be done in the way of reduction; and when these gentlemen arrived, and put the question as to whether reduction was possible, he informed them that the only suggestions he could make, were, that the goods clerk should be promoted, and a less expensive one should be appointed; that the horse-keeper, who was no longer required, should be done away with; and that the ticket-collector should be replaced by his nephew, at a lower salary, if, after trial, that boy was found fitted for the duties. Nothing was said about increase of traffic.

These recommendations were embodied in the report of the committee, an extract of which is given in Enclosure No. 7, in which it will be seen that the station-master is recommended, amongst others, for his praiseworthy readiness in proposing reductions, although his station was, in the opinion of the committee, already worked economically.

Enclosure No. 7.
Recommendations of committee as to reduction of staff at Reading, 16th August 1855.

Though it does not appear that the recommendations of the committee have been carried out, yet the fact of the visits having been made, and the few circumstances here referred to, in regard to the proposed reductions at Reading, suffice to give an insight, which could not otherwise be obtained, into the reasons of the station-master for endeavouring to work on with an insufficient staff, and for so quietly submitting under his numerous difficulties.

General allegations of reductions without his sanction, are brought by the general manager against the company; but it is not for me to go further into their investigation. I may just observe, however, that though they are denied by the Superintendent, and not admitted by the Directors, the proceedings at this station on this occasion, as well as on the day of the accident, certainly give a colour to them; and I may remark, that, in reply to my questions, the

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superintendent asserts that the staff at Reading was as efficient, and as numerous in proportion to the amount of work to be performed, between the 1st and 12th September, as that on other parts of the line, as well as that the porters at all the stations work as hard, for as great a number of hours, and as continuously, as those porters did between the days referred to.

After what I have said in regard to the manner in which those porters were overworked, I need hardly add, that I consider such a state of things on the line as alike improper towards the men employed, and dangerous to the public safety.

There is another mode in which the public safety was endangered at Reading, on the same day, on which I shall now offer a few observations. It certainly was not instrumental in producing the present accident; but it formed the subject of an important recommendation which I had the honour to make, in my report upon the lamentable accident which occurred to a South Eastern excursion train at Croydon, in August 1854; and, as it has come to my knowledge, I consider that I should not be doing my duty if I did not take this opportunity of referring to it.

In my report of the 17th September, 1854, on the subject of the Croydon accident, I alluded to certain experiments which were tried, for the purpose of ascertaining the distance within which an excursion train of the size of that to which the accident occurred, could be pulled up, when travelling at a high speed; and I stated, as the result of those experiments, that a South Eastern train, consisting of twenty-one carriages and two breaks, was not stopped, when travelling at the rate of 56 miles an hour on a falling gradient of 1 in 264, in less than a mile. For this reason, I recommended that the company should employ additional break power on such heavy trains as were run at high speeds, and their Lordships specially remarked upon the subject, in the letter which you addressed on that occasion to the company.

After the completion of the arbitration, which was entered into for the purpose of apportioning the amount of the damage occasioned by this accident, which should be defrayed respectively by the South Eastern and Brighton Companies, the general manager addressed a letter to the superintendent, of which I enclose a copy, directing that, in future, *one break* should be allowed to every *seven carriages* in excursion trains; but it will perhaps hardly be credited, that, in defiance of this instruction, the excursion trains were despatched from Reading on the 12th September, with only two breaks to about 32 carriages in each train, when they were intended to travel over gradients as severe as 1 in 93 and 1 in 100.

Enclosure No. 8.

Here, again, was a piece of false economy practised by the superintendent, and, this time, in direct disobedience to the instructions of the general manager, which might have resulted in some dreadful accident; and I am the more inclined to draw attention to it, because it has fallen to my lot to investigate, recently, accidents which have happened to excursion trains on other railways, in which similar dangers have been incurred. I may particularly allude to that which occurred very recently near Bristol, on the Midland Railway, in which a great number of people (16) were injured, and which was occasioned by want of break power on an excursion train; and I may remark here, as I have done in my report on that accident, that these trains, being of a special and irregular nature, and conveying frequently an enormous number of people, are worked too often without even the precautions that are admitted to be necessary in regard to the regular passenger trains, whereas they require extra attention and greater precautions. This is especially the case in regard to the amount of break power which is necessary for their safety, and I would therefore beg again to draw the attention of the Directors of the South Eastern Company to this consideration.

I have already enumerated the causes which produced the present accident, and it now only remains to sum up the further deductions to which the evidence has led.

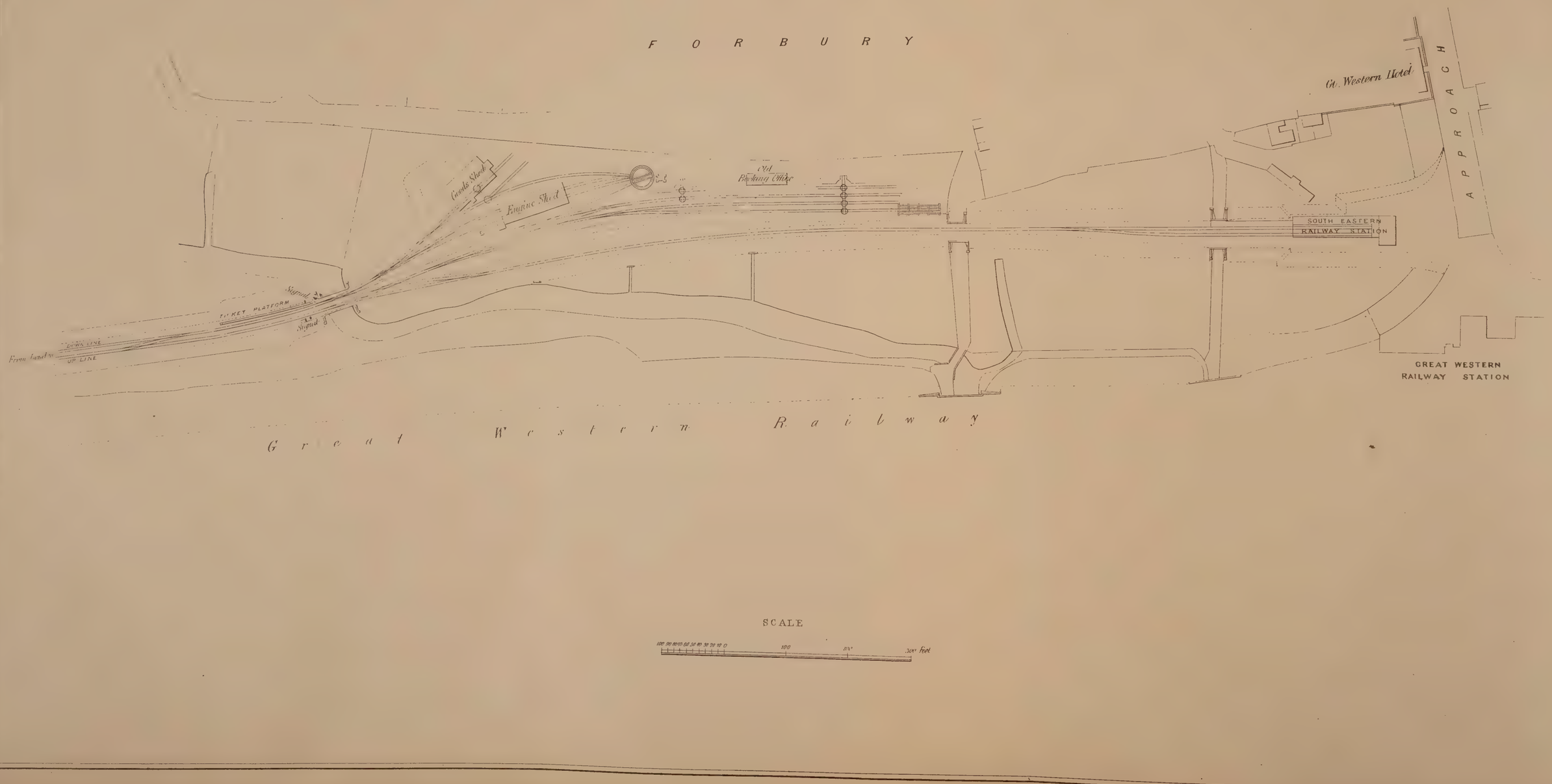
These are:—

1. That the want of a signalman at the junction was the fault, as well of the general manager as of the superintendent, and perhaps, ultimately, of too strict an economy on the part of the Directors, in the working of the line.
2. That the permanent reduction of the staff at the Reading station for a period of ten months, without the knowledge either of the general manager or of the superintendent, exhibits a want of proper periodical supervision.

Enclosure N°1

S. E. R.

READING STATION.



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3. That the temporary and more serious reduction of the staff at Reading on the 12th September, was the fault of the superintendent, and the economical system under which he appears to have been working.
4. That the same may be said in regard to the insufficient allowance of break power that was attached to the excursion trains which left Reading on the same day, in disobedience to the very proper instructions that had been previously issued by the general manager.

This case appears to be of so much importance, to the company, to their servants, and to the public, that it will only, perhaps, be right to append to the present report the evidence upon which it has been grounded, in order that reference may, upon occasion, be made to it.

Enclosure No. 2. Minutes of Evidence, with extract of Mr. Thew's letter to superintendent, 10th September, 1855, and superintendent's letter to Mr. Thew, 11th September, 1855.

I am happy to be able to add, in conclusion, that the switchman is now kept permanently at the junction, and that the staff of the Reading passenger station has been increased by two porters, as compared with what its permanent strength was before the accident. I must also say, in reference to the evidence of the superintendent, to the effect that the staff at Reading was as efficient and as numerous, in proportion to the amount of work to be performed, between the 1st and 12th of September, as that on other parts of the line, and that the porters at all the stations work as hard, and for as great a number of hours, and as continuously, as those porters did between those dates,—that I hope, if this be really the case, that the staff over the remainder of the line may be increased in the same proportion.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Enclosure No. 1.

(*Plan.*)

Enclosure No. 2.

Minutes of Evidence taken at Reading on September 19, 1855.

Present:—Mr. Brown, Superintendent, and Mr. Cudworth, Locomotive Superintendent.

Benjamin Thew, station-master at Reading.—Has been so for about six years. We had moved up to the new station about 13 days before the accident, on the 30th August.

We work the trains by telegraph. No engine or train is allowed to leave Reading without being telegraphed, and nothing is allowed to leave until the previous train or engine is telegraphed to have arrived from Wokingham. I know of no instance before the accident that an engine has left the shed to go up the main line without being telegraphed; that is, to go to Wokingham or any other station. But an engine may come out on the main line for the purpose of shunting or moving about the station, without a telegraph message being sent.

At times, the instrument has been out of order, perhaps two or three times in a month, and we are then obliged to work by the time-bill. It sometimes gets out of order in this way two or three times a week, principally from the weather. Occasionally, and constantly, it goes on for a month without having anything the matter with it. It never remains out of order more than a day.

I, the ticket collector, and my nephew, who has been assisting and learning for six or seven weeks, work the instrument. The instrument is attended to from 7 a.m. till 10 p.m., and the watchman, who can do a little, is there all night. The ticket collector is on duty from a quarter to 8 until 1; from 2.15 till 6; from 7 till 9. I take charge of the instrument at other times, and I have employed this boy to learn and assist me.

On 12th September I went to tea at 6.5, and left the boy in charge of the instrument. On that day the ticket collector was absent from the station, and was working as guard of an excursion train from Reading to Brighton. He has frequently been taken away for this duty. He has sometimes gone as guard of an ordinary passenger train, in the absence of another man from sickness or other cause. He has, perhaps, gone from 10 to 15 times in the year.

Whilst I was at tea, my nephew was on duty at the telegraph, and porter Sansom was on duty in charge of the station. There was no other porter at the station at the time. There was not any one to work the signals. I could have ordered a man from the goods shed to do any duty.

Copy of Message.—"Red Hill, to *Crossley*, "*Reading*.—Come to "Guildford to meet "6.30 down train."

Sayer, a porter who acts as switchman, was at tea. Sullivan, another porter, was working as guard of a passenger train, of which the proper guard was with the excursion train.

There are only these three porters at the station, besides the nightman.

On that day I took on an extra man by telegraph order from the superintendent, in answer to my request for assistance, to help at the station. He also was at tea between 6 and 7.

The reason for all being away at that time was, that we have no train out, and no train in between 6 and 7.

It occasionally happens that the ticket collector and one porter are taken away from the station for other duties, but not frequently—even seldom.

The telegraph message, as given in the margin, was brought to me whilst I was at tea at a quarter-past 6, or half-past 6. I told my nephew (or the porter, I forget which), who brought it, to go to the engine shed, find a cleaner, and tell him to take it to Crossley. At about five minutes to 7 I came back to the station. My nephew was there, but nobody else. I went and stood at the signal by the end of the platform for a quarter of an hour or twenty minutes. I don't remember when I saw the porter after that. I did not inquire about Crossley, because there was no one there. I was expecting the porter to come back to the station.

I expected also to see Crossley himself before he started. I consider it quite unjustifiable of Crossley leaving without seeing me. I could have altered the danger signal, or got a man from the goods department to have done it, or given instructions to his fireman.

I have often sent off a pilot engine in a hurry before. I do not believe that any man has started in this manner without first seeing me personally, or receiving a direct order from me to go.

I have sometimes sent an order by a porter for a driver to go, in addition to a previous order to prepare his engine; but, almost in every case, I have seen the engine away myself,

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I did not see anybody after sending the message until I heard of the accident, so far as I remember.

Crossley has been here about 18 months, and stands pilot twice a week. There are three engines which take the trains or stand pilot alternately. He has borne an excellent character as a steady careful driver.

The train that he was to have brought down from Guildford leaves London at 6.30, and Guildford at 7.52.

There is fully enough work for the porters to do when they are all here on ordinary occasions.

It is only six or seven weeks since the porters have not been allowed to go off duty at 6 in the evening, one man every third week; and, within that time, they have done it frequently.

B. Thew.

William Sansom, is porter and lampman at Reading. Has been so for four or five months, and before that, carman for two years, and horse-keeper for two and a half years.

I was on duty at Reading station at 6 a.m. on 12th September. It was the day of the excursion train to Brighton. I had not time to get anything to eat until 3 o'clock on that day. I did not eat before 6 o'clock, because I thought to have got away to my breakfast, but could not do so. I left the station at a quarter to 3, and came back at 4. I then stayed all night, or at least until 4 o'clock the next morning. I then got nothing to eat after 3 o'clock the day before.

The telegraph boy, who was the only person with me at the station, gave me the message about twenty-five minutes, or twenty minutes past 6. I said, Mr. Thew has left me in charge of the office, I can't go; you had better take it to the engine driver. He said, "I have got my work, and can't go." I said, if you don't go, you must stop and take charge of the office. He did not seem willing to do either. At last, I persuaded him to take it to Mr. Thew, who was gone to tea.

The boy came back, and said to me, you'll have to go if I can't find one of the cleaners. He went to the shed to find a cleaner, but couldn't, and brought the message back. I went with it at once, as fast as I could run, to the engine driver's house. I saw a driver, Crook, but he could not tell me where Crossley lived. I inquired in the goods shed of Mr. Norton, who told me the direction, but couldn't say exactly. I ran then to the "Cannon" public house. They said they didn't know. I then went to the "Spotted Dog." They told me. I saw a female at his house, who called him, and told him he had to go. I gave him the message. He was perfectly sober, and very collected, and said he would go directly. He asked the time of the female, who said it was past 7, and I said, Yes, he has got no time to spare. As I was coming from the door the church clock struck 7. He had asked me to tell his mate, in passing the shed, to stir up the fire and get ready. I did so. After that, I came to the station, and began lighting my lamps. After lighting them, I went to the office, where I found the station-master. I told him that I had found Crossley, who would "be here directly." I did not see any more of it until the accident happened. It was more than a quarter-past 7 when I saw the station-master in his office.

All the porters left at the station were at work from 6 in the morning until 4 the next morning, on that day, after the accident.

I always begin work at 6 a.m., and leave off about 10 minutes or a quarter past 9. I generally have 40 minutes for breakfast, an hour for dinner, and half, or three-quarters of an hour for tea. All the other porters have the same hours for work.

When we were at the other station, we one of us left work every third week at 6, but that has been given up since we have been at the new station. We are supposed also to have one Sunday out of three, but I have been on four Sundays, at the same hours as on week-days.

I am hardworked between all the trains every day. I am awkwardly situated at the new station, with regard to my lamps and tools.

I think we are worked harder than we ought to be in length of time.

The excursion trains started respectively at 8.10 a.m. and 9.0, and got back late on account of the accident.

Crossley did not understand from me that the station-master was at tea. I did not consider that he was coming to the station-master, after what I had said to him. I did not think whether he would or not. I did not ascertain from the telegraph boy that the line was clear, as I had nothing to do with that part of it.

William Sansom.

William Sayer.—Is passenger porter at Reading, and has been so more than three years. I was at tea between a quarter past 6 and 10 minutes past 7, on the 12th of September. I saw an engine go from the engine shed, I think, about 7.20. I did not know anything of it. I saw one light on the buffer beam behind. I saw the signal up. I was surprised at his going past it. I have never seen a driver do so before.

I am in the habit of working the points and the signals, and go from the station to the ticket platform on the arrival and departure of every train, for the purpose. I go thus 10 times a day to the ticket platform, and stay perhaps a quarter of an hour. I never go there for anything but a passenger train out or in. If any engine goes from the shed, the drivers always get their mates to turn them across to the up line, but I never go to do it; they also get their mates to alter the signal. I can't say that they always do alter the signal. I do not think an engine has been out from the shed to my knowledge for two or three weeks, except on the day of the accident. There are a great many times I do not see them go out, when I am cleaning the carriages.

I have no rules for my guidance as switchman except those at page 75 of the printed regulations. There was a printed paper also for the new line, but I have lost it.

I work from 6 a.m. till a quarter-past 9, or 9, at night. I get half an hour for breakfast, half an hour for dinner, and an hour for tea. I have to work hard always between trains.

I came on duty at a quarter-past 5 a.m. on 12th September, and first got away at 11. Did not get anything to eat until 11, except a piece of bread and cheese I put in my pocket in the morning at starting. I did not go off duty at all that night or the next morning. At 9 o'clock a.m. on the 12th, I felt a little queer, and I wanted to go home, but the station-master persuaded me to stop, because the other men had not come. Sansom was ill, and Sullivan had gone guard with an ordinary passenger train.

I have worked the last three or four Sundays the same hours as on week-days, because one or two of the men have been ill. The work is rather hard, and it is rather too long a time.

W. Sayer.

Mr. Cudworth, locomotive superintendent.—Crossley has been in the company's service upwards of 10 years. He was a boy in the shed when I joined the company. He was made a stoker eight years ago, and a driver three years ago. He had been stationed at Reading one year and a half. He has always had a very good character, and been considered a very careful, steady man.

Crossley's engine was one that had finished its day's work, begun at half-past 6 on that morning, and it is left in the shed with the fire up until the arrival of the trains at 7.35 and 8.45 in case of a break-down.

It was an unusual thing its being sent for to Guildford.

There were two heavy excursion trains from Reading on that morning, and the passenger engines had been thrown out of their turn. The man Crossley had been required to assist one of them.

An engine stands at Guildford, which runs the 5.30 p.m. from London. That engine (or the Red Hill pilot) was bringing down the 6.30 train instead; and Crossley's engine was sent for to meet that 6.30 train, in order to relieve the other engine. The regular engine of the 5.30 was kept back for the excursion train, because it was a coupled engine.

I should have thought the order sent by the station-master to Crossley was sufficient to authorize his leaving the station.

The up line to Wokingham had been closed for some months, to allow the contractors to bring earth for the embankment to the new station, and it was re-opened when the new station was opened, 13 days before the accident.

It would therefore appear to be possible that, as Crossley had been in the habit of running on to the down line to Wokingham, he may have forgotten that it was necessary to pass through the points to the up line, and also that the fact of his having been on the down line did not attract his attention as anything unusual.

Jas. Cudworth.

Roger Sullivan, porter at Reading.—Have been so twelve months. I was under-guard of the express train to London on the day of the accident. Left Reading at 8, and did not return till after the accident.

I have been about twenty times as under-guard with that train. I have not been taken away for other duties.

I come to work at 6 a.m. until 9 at night. About one week out of three we used to leave off at 6 in the evening. But lately, for a couple of months, we have not done so. We have plenty of work when we are all three here, and often wish that we had more hands.

R. Sullivan.

Henry Weatherburn—Locomotive foreman for Reading branch, and has been so for five years. I rode on the engine with Crossley in the morning, towards Guildford. I have had him under me as a driver for two years. He has been a very steady, attentive, and obedient man. He was a regular train-man at this station. His day's work consists in a trip to Red Hill with a train, and shunting morning and evening. On that day he had no morning shunting, but took the excursion train to Guildford as assisting engine, and returned empty.

Crossley would have had to have gone out on a similar duty frequently before.

After receiving an order to go, it is a driver's duty to ascertain from the telegraph clerk or station-master that the preceding train has reached the next station. I think on this occasion he ought, after receiving the telegraph message, to have ascertained that the line was clear to the next station. I do not know whether or no he heard that it was.

I have seen him and others go out frequently.

Drivers generally cross to the up line from the points near the engine-house, and seldom go straight out.

Drivers go past that signal whilst it is at danger every day for shunting and other purposes.

I have never seen a driver go past the signal at the platform, whilst it was at danger, on his way to Wokingham, whether with a train or without one.

I live at Red Hill, and am sometimes here once a week, or twice a day.

I sent a telegraphic message at 5.15 from Red Hill. I do not know when it was received.

The Guildford engine brought the 6.30 passenger train from London as usual, but I wished it to remain at Guildford, and I therefore sent for Crossley's engine to take it on. The regular engine, that ought to have been at Guildford waiting for it, I had to take for the excursion train.

H. Weatherburn.

Edmund Christer.—Is fireman in service of South-Eastern Company for nearly six years. I have been with Crossley for twelve months on 27th January last. We came with 5 p.m. train from London at 1.35. We then both went home. I have always found Crossley a steady, sober, quiet man as ever existed.

I have occasionally been ordered off in a hurry with Crossley, from the engine shed at Reading. We usually get an order from the telegraph clerk or station-master to start, to show that the line is clear, in addition to the first order. We have one of us run up to the station before on similar occasions, before starting, to know whether all was clear, and have never gone previously without such a precaution.

The signal at the ticket platform was not up before the new line was opened, thirteen days before the accident.

In shunting about the yard we have had often occasion to pass it, and it is always kept up. At times there is not a man there, but half the time there is.

We have never had an order to go to Wokingham without the signalman being there to let us over.

E. Christer.

William Punchard.—Is engine cleaner at Reading; has been so since last February. I saw Crossley leave the engine shed about a quarter past 7 on the evening of 12th September. He did not go off at such a very great rapid speed. He was in a hurry getting his things ready before he started. He lit the gauge lamp, and the fireman lit the head lamp of the engine. I did not see them light any more. I understood from Crossley he was going to Guildford. He was a very sober man indeed, and I am certain he was quite sober at that time. I did not see him go past the points, I only saw him leave the shed.

W. Punchard.

Charles Tarver.—Is nephew of the station-master. I have been about four months at the station, and began learning the telegraph immediately. I can read it perfectly now, and have been able to do so for a fortnight or three weeks. I do not get anything for it from the Company.

At a quarter past 6 on the 12th September, I received a message to tell Crossley to go and meet the 6.30 train from London at Guildford. I went to Sansom, and he couldn't leave the station. I then went to Mr. Thew, who said a cleaner was to take the message to Crossley. I went to the shed and could not find a cleaner, so Sansom took the message. A passenger train left Reading about 6 o'clock. I don't remember whether it was signalled at Wokingham. I booked it at 6.15, because that is the time she is due at Wokingham. I wrote that down the same evening, before the accident, but I don't know at what time.

For the last three weeks, I have been employed every day for some time in the day, to attend to the instrument, and keep the books. When the instrument calls Reading, whoever is near it attends to it, that is to say, the ticket-collector, me, or Mr. Thew. Whoever attends to the instrument makes the entry in the book.

There is no clock in the telegraph office, and when the accident occurred, and for three or four days before, I could not tell what o'clock it was when I received messages. A clock has now been put on the platform at the new station.

The telegraph was at the old station at the time of the accident, and I had no clock then, because it was moved up to the new station.

I used then to take every message to Mr. Thew, and at the same time to look at the clock at the new station.

The signal book and clock were both at the new station for three or four days, whilst the telegraph was at the old station.

I may have made several entries in the book by guess-work, but I cannot say that I have, or remember when I did it, except on that evening.

I was fourteen years old last October.

C. Tarver.

James Wallace.—Is foreman porter in the goods department at Reading. I saw Crossley go into the engine shed about 7.10 p.m. on the 12th September, and go out about 15 minutes after.

I thought he was going to the turn-table, as he came out tender first. But instead of that he went straight away towards Wokingham.

I noticed that he went out on the wrong line, past the ticket platform. I noticed that he went past the signal whilst it was at danger. I have not noticed a driver do this before.

J. Wallace.

William Graham.—Driver of 4.40 passenger train from London on 12th September. Left Wokingham at 7.13 p.m. Had five carriages, including the van. Was going 35 miles an hour round the curve, one and a half miles from Reading, when I saw an engine coming without lights. It was beginning to get very dusk, and rather a thick evening. I did not see that he was on the wrong line until after he had opened the fire door, he then struck me almost in an instant. I had no time to whistle or anything.

Had I been in Crossley's place, receiving a message at 7 o'clock, ordering me to start for Guildford, and bring back a train due to leave that place at 7.52, I should, at the risk of being late for that train, have come to the station-master before starting, to ascertain that the line was clear to Wokingham.

The danger signal at the ticket platform for the engine shed, was put up a week before the line was opened into the new station.

It is against us always when we are shunting.

It has never happened to me to go off to Wokingham without having the signalman to lower the signal; but, if I had had a second order from the station-master to go to Wokingham, I should probably have got the fireman to turn the points, and not have minded the signal, because it is generally up against us in shunting.

The mark of
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William Graham.

South Eastern Railway.

Accident at Reading.

Francis Smith.—Was guard of passenger train. Had 1st, 2nd, composite, and van in the train. Left Wokingham at 7.13. The collision occurred about 7.24. I knew nothing of it until I felt the shock.

FRANCIS SMITH.

Aime Oliver.—Ticket collector at Reading, and has been so for two years.

I collect tickets, attend to the telegraph, and help in the booking office.

My ticket-collecting takes about 5 minutes for every train, or 50 minutes in the course of the day.

I was under-guard of a Brighton excursion train, and did not return until after the accident.

I have been taken away on the same duty about twelve times in the last 12 months. I have been also taken away four times to relieve station-masters.

One of the porters does my ticket-collecting during my absence, and Mr. Thew takes charge of the telegraph.

When I go to meals, Mr. Thew or his nephew takes the telegraph.

I am never away from the office, excepting at meals, or when sent on extra duties.

For a week the clock was at the new station, and the telegraph at the old station. During that time, Mr. Thew's nephew had charge of the instrument, and the books too. At that time I was attending to my usual duties in booking luggage, directing parcels, and office work.

AIME OLIVER.

Charles Allaway.—Engine cleaner at Reading; has been so for two years and three months.

I saw Crossley at half-past 5 in the evening of 12th September, and he said he wanted his tea very bad, because he had nothing from the night before to eat or drink, having been obliged to be up early for the excursion train. I think he came back with the express the night before at a quarter to nine. He went away to his tea, and when his cleaner Ferguson came to take care of the engine, I went home. I know nothing more about it.

I have never started with an engine from the shed, or without a train, from Reading. I have seen the signal kept up when trains were shunting past it, but it is generally lowered when trains go off to Wokingham. I have never seen a train pass it for Wokingham without its being lowered.

CHAS. ALLAWAY.

Joshua Nobbs.—Is carriage examiner at Reading, and has been so six years next October.

I lighted the lamps of the signals opposite the ticket platform a quarter or twenty minutes past 7. It is not my duty to do so, but the switchman asked me what was to be done, because the gas people were at work, and the lamps would not light. I therefore put in oil lamps, but not to the signals on the ticket platform, because they are never alight after the goods train has gone, or about a quarter past 7.

We have no goods train in or out until a quarter to 8 o'clock in the morning, after 7 o'clock the evening before.

I saw Crossley going out before I lighted the signal lamps.

JOSHUA NOBBS.

Borough of Reading, to wit. } INFORMATION OF WITNESSES (Jesse Ferguson and William Graham) severally taken and acknowledged on behalf of our Sovereign Lady the Queen, touching the deaths of William Thomas Fynmore, Christopher Bilton, Francis Beart, Joseph Crossley, and Sarah Norton, at the Royal Berkshire Hospital, and adjourned to the Public Office, in the Borough of Reading, on the thirteenth and seventeenth days of September, in the year of our Lord One thousand eight hundred and fifty-five, before John Jackson Blandy, Gentleman, Coroner, for our said Lady the Queen, in and for the said Borough, on view of the bodies of the said William Thomas Fynmore, Christopher Bilton, Francis Beart, Joseph Crossley, and Sarah Norton, then and there lying dead, as follows :—

Jesse Ferguson, now an inmate of the Royal Berkshire Hospital, on his oath saith as follows:—

I was an engine cleaner on the South Eastern Railway at Reading, and occasionally employed as stoker. I was so employed as stoker in the evening of Wednesday last, the 12th September instant, when Francis Croke told me a telegraphic message had been received for an engine to go to Guildford to meet the express train, and that I was to prepare the engine immediately. I prepared the engine accordingly, and I knew it was Crossley's engine. The person who cleans the engine when the fireman or stoker is not there has to go. I accordingly went. When the deceased Crossley came, he told me to jump up, and to trim the lamps, which I proceeded to do. The one in front of the engine was lighted, that at the back was not lighted. I was occupied in trimming the lamps, and was going to light them, when the concussion took place. The lamps should have been lighted before we left the station. The engine was running backwards, and the end lamp was not lighted. Before we started, I suggested the lamps should be lighted, but Crossley said, we will light them before we get to Wokingham. The deceased Crossley was guiding, and had command of the engine. My duties, as stoker, were to see that there was a good fire, light the lamps, and mind the break. We started about half-past 7 in the evening (but I don't know exactly) from the engine-house at the Reading station, and I did not perceive on which line of rails we were, as I was engaged in cleaning the lamps. It might occupy about ten minutes in getting from the station to the place where the concussion took place. On our going along the road, Crossley made the observation that we should only be able to get as far as Ashe, as we should not have time to get to Guildford. I do not know on what line of rails we went; we should not have gone on the down line of rail. In the case of ordinary trains, it is the duty of the switchman to arrange the points; but in the case of a pilot-engine, as in this case, in the absence of a switchman, the driver orders the fireman to get down and hold the points. In this case Crossley said nothing to me about the points—he merely asked me to jump up, and we went off rather fast. Crossley, during our journey up the line, looked at the fire, and poured out the oil for oiling the engine and tender. I was aware, and so was Crossley, that a train was expected about that time; I cannot at all account for his being on the down line of rails. The lights approaching the down train were not lighted. I believe the signals at the sidings going into the engine-shed were standing at danger; they generally stand so when a train is not expected. Some minute or two before the concussion took place, the cylinder-cocks were shut, and we were blowing off steam from the dome. The approaching train could not hear the blowing off the steam, and I think our engine could not be seen by them.

The mark of
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JESSE FERGUSON.

Taken and sworn before me,
J. J. BLANDY, *Coroner.*

William Graham, of Grey Friars Road, Reading, Berks.—I am an engine-driver in the employ of the South-Eastern Railway Company. On Wednesday, the 12th day of September instant, I had charge of the 5. 25 p.m. train from Red Hill to Reading. The train went safely to Wokingham, and arrived there at about a minute before the usual time. We left Wokingham at the usual time, which is about thirteen minutes past seven in the evening. After I came out of the Tuns cutting, I perceived something coming towards me. When I was about ten yards off, I perceived that it was an engine coming in an opposite direction on the same line, and knew that a collision was inevitable. I could see the engine was on the wrong line by the light from the fire-hole door. I could see a man on the south side of the engine standing up. In an instant the collision took place. I was thrown on the boiler of my engine and jammed in, so that it was three or four minutes before I extricated myself. There were no lights visible on the engine which was approaching us. It is an invariable rule, before we leave any station, to have a telegraphic message to certify that the line is clear; it was so on this occasion when we left Wokingham. As soon as I could I got off the engine and looked after my mate, but could not find him. I saw Crossley, and turned him over twice before I knew him; he was quite dead. I found the fireman of the other engine in a corner of the foot-plate of his own engine, very much cut about the face, we laid him on the bank. I then went and searched for my mate the fireman, Henry Harrison, and found him on the north side amongst the furze bushes, very much hurt; he is in the hospital now. The engine drivers are placed under the control of the station masters, during such time as they are at any station, and the station-masters are responsible for the correct discharge of the

duties of engine-drivers, as far as regards the starting of engines and trains. I have been an engine-driver for about thirty years. It is the duty of an engine-driver to inform the station-master when he is about to take out an engine. If we receive a telegraphic message from a station-master to take out an engine, we consider it an order to do so. (The telegraphic message for the engine to go to Guildford was read.) An engine-driver ought not to take out an engine on the receipt of such a message, without the sanction and knowledge of the station-master; he ought not to go without the express order of the station master. Every engine-driver has a copy of the regulations given him by the company, and he signs a declaration to attend to the instructions. (The declaration was read.) (Rules 19, 20, and 21, for the regulation of station-masters were read.) It is impossible for those rules to be complied with, if the engine-driver does not report himself to the station-master before taking his engine from the shed. It was the undoubted duty of the engine-driver to have so reported himself before leaving. Independently of those rules, the engine-driver ought to have communicated with the station-master, in order that the station-master might telegraph to the next station that an engine had left the station. It was also necessary in order that the danger signal should be exhibited. Supposing all these things had been done, and the engine-driver saw the danger signal up, it was his duty to stop immediately on seeing it, and on no account to pass it. (Rule 55, for the regulation of engine-drivers read.) If he had attended to that rule the accident could not have happened. He acted contrary to his duty if he did not attend to these rules. Whatever his own opinion might be as to the danger signal being necessary or not, it was still his duty to stop on seeing it. (Rule 31 was read.) On coming out of the engine house at the Reading station, the first line the engine would go upon would be the down line. The switchman in the ordinary course of his duty would be at the points a quarter of an hour before the train was due. If the switchman had been at the points when the pilot engine went out, he could have seen him go out. He must have been going 40 miles an hour when he struck us. If he had been going 15 or 16 miles an hour when he passed the points, the switchman could not have stopped him. The switchman seeing an engine coming out without lamps, would suppose he was going on some business about the station, but not up the line.

The mark of
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WILLIAM GRAHAM.

Taken and sworn before me,
J. J. BLANDY, *Coroner*.

MINUTES of EVIDENCE taken at LONDON BRIDGE STATION, October 16, 1855.

PRESENT:

DIRECTORS:—The Honourable Mr. Byng; Mr. Thompson; Mr. Miller; Mr. Teulon; Mr. Gilpin; Captain Warren; Mr. Kay.

Also, Captain Barlow, General Manager; Mr. Brown, Superintendent; Mr. Cudworth, Locomotive Superintendent; Mr. Thew, Station-Master at Reading, Mr. Rees, the Legal Adviser of the Company, and a shorthand writer employed by the company.

Captain Barlow, General Manager of the Company, states:—I have received this morning my dismissal from the Directors as general manager of the company, and wish to have my legal adviser present, but have no objection to answer your questions if you prefer to proceed at once with your inquiry. I have been general manager of the company for nearly 18 months. I was previously superintendent of the company for three years and two months. My appointment as general manager placed me at the head of the executive department of the company. As general manager, it ought to have been my duty to regulate the working of the traffic, and to decide upon the amount of staff necessary at the different stations, and on other portions of the line. I say it ought to be, because since May last, a course of action has been pursued independent of me. Orders have been given without my knowledge, my orders have not been carried out, and reductions have been made in the staff without my knowing anything about it. The new station at Reading was opened on the 29th August, but the designs for working it were not submitted to me, nor was the amount of staff for working it decided upon by me. I received an official notice the day before it was opened, stating that it might be opened. I then wrote the letter to the superintendent now put in. The notice to the Board of Trade for the inspection of this line was given without my knowing anything about it. I am aware that the staff employed at that station after the opening, and until the 12th of September, consisted of one station-master, one ticket collector, three porters, and a watchman. I do not consider that that was sufficient. I was not aware at the time that there was no regular signalman at the junction; I was told so afterwards. I issued an order that certain regulations were to be prepared for the guidance of the switchman appointed to do duty at that post. I allude to my letter to the superintendent, in writing which I unquestionably intended to refer to two regular switchmen, relieving each other at proper hours at the junction. It was not with my sanction that the telegraph clerk was taken away from the Reading station on the 12th of September, nor did I know anything about it. I knew nothing, either, of the porter having been taken away. I have not been aware of the telegraph clerk and porter being taken away on previous occasions. The telegraph clerk is a most important man on our line, where we work by telegraph. I felt so strongly on the subject of the reduction of hands on the 12th September, and on the subject of there being no switchman at the junction, that I did not attend the inquest. I subsequently made two reports to the Directors on the subject of the accident, dated respectively 19th September and 2d October. The reductions to which I above alluded, have been made to some extent—I cannot say to a dangerous extent. I have visited several stations lately, such as Gravesend, Folkestone, Bricklayers' Arms, and Tunbridge, where I have found that the staff was not sufficient, and at the three first the station-masters have admitted to me that such was the case. I can give as an instance of danger, arising from a reduction made without my sanction, that of two switchmen being taken off at facing points at Gravesend. The staff at Reading was stronger in the previous year, before the station was extended, and when the work was lighter, by one porter, than between the 1st and 12th September of this year. From the pay sheet, it appears that a porter was reduced from Reading in the beginning of November 1854. I was then general manager, but this was done without my sanction.

In consequence of the Croydon accident last year I wrote a letter to the superintendent, in which I directed that one brake should be allowed to every seven carriages in excursion trains. This order was not obeyed on the 12th September, as only two brakes were affixed to about 32 carriages in each train, whereas the gradients on the line over which the excursion trains ran, were 1 in 93 and 1 in 100. This was without my knowledge.

[The Directors, upon being requested to ask Captain Barlow any questions upon this evidence, decline to do so, but state, at the same time, that they do not admit the correctness of it.]

R. H. BARLOW.

On the 25th August, my attention was called by the Reading station-master to the necessity of a switchman at the junction near Reading station. This was before the line was opened. I took no further steps in the matter than writing the letter I have put in to the superintendent. It was unquestionably Mr. Brown's duty to appoint the switchman.

R. H. BARLOW.

Mr. Brown.—I have been superintendent of this Company for about 18 months. I was secretary previously to the Newmarket Railway—12 years ago in the former, and 18 years ago in the latter. I was also employed in the traffic departments of the Midland and London and North-western Railways. It is my duty to superintend the working of the traffic on this line and the staff at the stations. Any minor matters I take it upon myself to arrange, but the more important ones I report to the general manager. Reductions of staff or moving of staff I consider among the more important matters. The staff at the Reading station was reduced without my knowledge by one porter, in November 1854. I was absent for some time during an attack of illness, and the reduction was made by Mr. Finnigan, the then deputy superintendent. I then did not discover it until after the accident of the 12th September. I cannot call to my recollection any instance in which I have reduced the staff without consulting the general manager. If the general manager will be so good as to point to any particular case, it will serve to remind me, and I shall be glad to admit it, if it be so. Further, as the general manager has alleged

South Eastern Railway.

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a reduction of 18 porters in the half year ending 31 July 1855, as compared with the half year ending 31 July 1854, I am prepared to prove that the returns will show rather an increase than a decrease in the number of porters. (Captain Barlow here remarks that he alludes to passenger porters. Mr. Brown, however, alludes to porters in general, but remarks that at most of the stations porters do joint duty for goods and passengers.) I do not consider that it was my duty to appoint a switchman at that junction without special instructions to do so from the general manager, who did not communicate to me that the subject had been brought under his notice by Mr. Thew. The arrangements for working the traffic into the new station were prepared by me in pursuance of the instructions contained in Captain Barlow's letter already handed in.

There was no more practical necessity for a *switchman* at the junction after the opening of the line into the new station than there was before. I understood the allusions to the switchman in Capt. Barlow's letter to be a recognition of the continuance of the system then existing, and not to the appointment of two switchmen to perform duty at the junction. No practical alteration was made in the junction rendering the duties of a switchman more onerous than they previously were, excepting the erection of an additional signal, applying to the new station.

The traffic at Reading since the opening of the new station, and during the month of September, was 242*l.* less in passengers than for the month of August, when it was conducted at the old station. I reached Reading at 6 a.m. on the 12th September, and personally superintended the arrangements connected with the excursion trains. I was aware of the ticket collector and the porter having been taken away for other duties. I gave special permission to the station-master to take on one or two extra hands, if necessary. I left Reading about 9 a.m. I received no message by telegraph on that day from the station-master asking to be allowed to take on an extra hand. I arrived in London at 1·15 on that day. I think it was on the 11th September, instead of, *as above stated*, on the morning of the 12th, that instructions were forwarded to Mr. Thew to take on "an extra hand or two," if he required it. I cannot remember whether they were written, verbal, or by telegraph. On leaving Reading at 9 a.m., I considered the staff left at the station sufficient for the duties, as I received no complaint from the station-master of its insufficiency. I consider that the staff at Reading was as efficient, and as numerous, in proportion to the amount of work to be performed between the 1st and 12th September, as that on other parts of the line; that the porters at all the stations work as hard, and for as great a number of hours, and as continuously, as those porters did between the 1st and 12th September. What Capt. Barlow says in regard to the brakes in the excursion trains I admit, as well as his letter on the subject.

G. W. Brown.

Mr. Thew, station-master at Reading for the last six years.—My staff was reduced in November, 1854, by one man. On 26th October, 1854, I received a letter from Mr. Finigan, the then deputy-superintendent, ordering me to send a man to Gomshall station, and stating that another would be sent in a few days. I sent the man, and never got another. I believe I called attention subsequently to the fact of another man not having been sent, but I cannot remember when or to whom I referred. I did not want that man particularly; but his absence would make a difference in the work, inasmuch as we should not wash and clean so many carriages as before. I do not consider that there was any material increase to the work of my men, in consequence of moving from the old to the new station, excepting on account of the greater distance of the junction. I had full work for my men between the 1st and 12th September, but always got through it very well.

I felt the loss of the men who were taken away on the 12th September by the orders of the superintendent, which were given in writing on the previous day. The superintendent arrived at Reading between 6 and 7 in the morning—nearer 7 than 6. I made no remark to him about taking away those men. I did not conceive that I should be in any difficulty about losing those men. We had all the usual traffic and work, in addition to the excursion trains going and coming. On such occasions we have to work a little harder, and we sometimes call in the assistance of the goods porters. My staff and the station generally have not been so busy this summer as last summer, and I have not so often had to call in the assistance of the goods porters as I had the year before. A day or two before the accident, I wrote to the superintendent, saying that I should want some assistance, either in booking passengers, or attending to the excursion trains on the 12th September. I received no reply to that. I had a letter, saying that the superintendent would be down himself. I made no further application after that for extra assistance. The superintendent left with the second excursion train about 9 a.m. If I stated previously that I telegraphed on the 12th September for an extra man, I must have been wrong, as I did not do so. I took on an extra man on the 12th, and he began work at 6 o'clock in the morning with the other men. I took him on, on my own responsibility, without any permission.

Before we removed to the new station, the clock and telegraph were both at the old station. The clock was at the new station when the accident happened, and had been moved there some days before. The telegraph instrument was at the old station, some 300 yards off. The clock was going. The telegraph books were kept, part at the old station, and part at the new. I think the train signal book was kept at the old station, and the two message books at the new station. My nephew had to run up to the new station with every message that he took; but for the train signals, as he could not do this, he had to make an approximate entry, guessing the time as nearly as he could. It was not more than four days that this was the case. I sent two or three messages to the telegraph superintendent telling him that the telegraph instrument was not moved.

A few days before the opening of the new station, I called the attention of the general manager to the want of a signalman at the junction, upon the ground. His reply was that I should have it. I took no further steps in the matter. Before the opening, the same switchman worked the junction as afterwards. The same man, Sayer, has acted for the whole of that time, and has always attended to the passenger trains leaving the station. Provided the passenger trains only were attended to by the switchman, no further duty, after the opening of the new line, devolved upon him. He was, however, more constantly at the points after the opening of the new line. In drawing the general manager's attention to the subject, I expected to have had a signalman appointed when the new line was opened. I gave him my opinion that I thought it was wanted. I did not take any further steps in the matter.

Besides the regular staff of the station, I have two porters who carry luggage to the Great Western station, and assist me when so engaged. I get great assistance from them.

Whilst at the new station we did not attempt to wash carriages, because we had not the conveniences.

After the new station was opened, and before the accident, I heard Sayer ask the general manager on the platform for the switchman's place, and I heard Captain Barlow reply to him, "Ask the superintendent. If the station-master recommends you, you will be likely to get it."

I have heard it reported in Reading that Crossley was suffering very much in his head before the accident. I asked his mother whether such was the fact, but she said, No, but that he had frequently suffered from slight headache.

B. Thew.

William Moxhay, surgeon in Reading.—Could only say that Crossley's mother appeared weak in the head on an evening after her son's death, but did not know whether any weakness of intellect, likely to be hereditary, was exhibited by her (in reply to a question by a Director).

Mr. Cudworth.—Has been locomotive superintendent of the South Eastern Company upwards of ten years. It is my duty to control the working of the engines, and to apportion the amount of locomotive staff at the different locomotive stations. At Reading there are three passenger enginemen and three firemen, and two goods' enginemen and two firemen, and four cleaners, and one coke man. It is quite sufficient for the ordinary purposes of the traffic. It was also sufficient for the extra work occasioned by this excursion train. We never employ a locomotive foreman, or person to control the movements of the drivers, excepting where there is a shop. Messages from locomotive foremen to distant drivers by telegraph ought to be sent to station-masters, and not to drivers. The foreman at Red Hill ought to have sent to Mr. Thew on the occasion in question, instead of to Crossley. Twelve hours is considered the day's work of a driver on the South Eastern Railway. On 12th September Crossley came on duty at half-past 6 a.m. Did some shunting first; started at 9 a.m. with excursion train to Guildford; returned to Reading empty; took next, 12.15 train to Red Hill; returned from Red Hill with 2.22 train, which reached Reading at 5 p.m. Taking the Guildford trip at night into consideration, he would have had a longer day than usual, but otherwise not.

I understand, in reference to Allaway's statement of Crossley's having had nothing to eat for twenty hours before his tea on that evening, that Allaway's first statement was, that Crossley told him that he only had a glass of ale and a biscuit since the previous evening.

JAS. CUDWORTH.

Henry Weatherburn.—I sent the telegraph message to Crossley, at 5.15 p.m. on 12 September. I gave it to the telegraph boy at that hour, and he commenced calling Reading at once. Crossley commenced work at nearly 7 o'clock on the morning of the 12th September. I did not see whether my message to Crossley was understood at Reading. In giving instructions to drivers at a distance by telegraph, I sometimes communicate directly with the drivers, and sometimes through the station-masters, more frequently through the latter in such a case as the present.

H. WEATHERBURN.

John Blizard.—Telegraph clerk at Red Hill station. I have been three months there. My fellow clerk gave me the message from Mr. Weatherburn to Crossley at 6 p.m. on the 12th September. I sent it, at 6.13, after being engaged on other business for five minutes. It took me eight minutes to attract the boy's attention at Reading. The message was not sent before on account of the difficulty of attracting the attention of the boy at Reading, and on account of other business. My fellow clerk was calling for Reading, without success, from a quarter to 6 to 6 o'clock. I have very often found a difficulty in attracting the attention of the boy at Reading. There have also been great complaints at Reading of the difficulty of calling Red Hill, until within the last week, since Mr. Walker has issued an order to prevent the earth-wire from being put on upon the Reading branch.

JOHN BLIZARD.

MINUTES of EVIDENCE taken at LONDON BRIDGE STATION on October 19th, 1855.

PRESENT:—The Honourable Mr. Byng; Captain Barlow; Mr. Brown; Mr. Cudworth; Mr. Thew; Mr. Rees, Legal Adviser to the Company; A Shorthand Writer.

Edmund Christer—I was Crossley's fireman on the 12th September, and was with him the whole day. We arrived at the station at 7 a.m. We were shunting carriages till we left Reading with the excursion train about 9.20. We went to Guildford, came back empty, arriving at Reading about 11.35. We were there at work at the engine, which required attending to, from hot axles, &c., until 12.15, when we left with a train for Red Hill, came back with another train from Red Hill at 2.52, got back to Reading at five o'clock. We then both went to our tea. I got my dinner sent down to me at Reading, which he would have had time to do, if he had wished, and had previously ordered it. He seemed in perfectly good health. The only thing he had the whole day was a glass of ale and a halfpenny biscuit at Reading. He might have had to himself twenty or twenty-five minutes at Red Hill, if he had chosen to eat there. He told me he had nothing before he came on duty that morning.

E. CHRISTER.

William Sayer, porter at Reading, and acting switchman at the junction, re-examined. Since the accident, I have been altogether at the points by Mr. Brown's orders. One or two days before the accident, Capt. Barlow was at Reading, and I asked him whether I could have the switchman's situation, upon which he replied that Mr. Brown would be down the next day or so, and I was to ask him. I applied for the situation, because Mr. Thew had told me that he thought there would be a switchman when we ran into the new station. I have not had any conversation with anybody about coming up here. It was on the platform that I asked this question. Mr. Thew was near at the time. I never made any previous application, but in asking Mr. Thew whether it was likely I should get it, he said he thought I should. It was about 1 o'clock on the day after the accident that Mr. Brown told me to stay at the points for the future. There has been a man always there from morning to night since the accident. In asking for the switchman's place, I did not mention that at the Reading Junction, though I meant it, Capt. Barlow was very busy at the time.

W. SAYER.

Mr. Brown, re-examined. I showed the regulations which I framed for the working of the new station at Reading to the general manager on the evening of the 28th August, the night before the line was opened. He approved of them. It was sometime last May that I paid a visit to Reading for the purpose of seeing what reductions could be made at the station. I went with the engineer and goods manager, in pursuance of a resolution or order of the traffic committee of Directors, that such a visit should be made to all the stations on the line. The result was a proposed reduction, which was not carried out—that the ticket collector at £1 1*s.* 0*d.* a week should be superseded by a youth at 12*s.* or 15*s.* a week. I consulted with the general manager previous to my visit to the stations generally, and he consented to those visits. The report was printed by me before being sent to the general manager, and a copy was then sent to the general manager and to each of the Directors. In my visit to Reading, I did not make Inquiries as to whether the staff was kept up to its original state of efficiency in point of numbers. This was the only general visitation I have had occasion to make, as we have no periods for mustering the staff at the different stations. The proposed reduction above referred to, originated in a suggestion of the station-master, in reply to a question as to whether reduction was possible. Beyond his knowledge that our visit had reduction in view, no intimation was made to him that it was my wish or the wish of the Directors that his staff should be reduced. In these matters, I have not been influenced by the instructions of the Directors further than that there has been a desire to economise as far as was consistent with the public safety. I was not accompanied by any of the directors on these visits of reduction.

G. W. BROWN.

Capt. Barlow states, in reference to the above evidence, that the visits were made without his consent, that he only saw the superintendent on one occasion in reference to them, and that he knew nothing of the report until the period, within two days, when it was presented to the Directors, when a copy was sent privately to him by the superintendent.

Mr. Brown says that the visits extended over three weeks or a month, and that Capt. Barlow must have known that they were going on.

R. H. BARLOW.

London Bridge Station, October 22d, 1855.

Mr. Thew, station-master at Reading, re-examined. In May last, I had a telegraphic message sent to me to say that the superintendent, and, as I understood it, at the time, the general manager, were in the train, and were about visiting Reading to receive any suggestions as to increase of traffic, and reduction of expenditure.

The message was that now put in. The mistake as to the general manager's coming, was made by the telegraph clerk, who read from his instrument, on which the signals were weak, general manager for goods manager. Mr. Brown and Mr. Shaw came accordingly on the 3rd May. They asked me if any reduction could be made in the staff of the station. Previously to their arrival, I had gone over the station, to see what could be done in this way, and when they arrived, the only suggestions that I could make, were, that the goods clerk should be changed, and a nephew of our head goods clerk should take the place of the one then there, who was to be promoted,—that the horsekeeper's situation should be done away with, as he was no longer required, and had not assisted at all at the station,—and that the ticket collector might be replaced by my nephew, at a lower salary, if, after trial, he should be found fitted for the duties. The necessity for reduction was not urged upon me any further than that. I knew by the message that the visit had been made for that purpose. Nothing was said, as far as I remember, about increase of traffic.

We have now at the passenger station, the ticket collector, four day porters, a night porter, and a man acting as switchman—in fact, we have an increase of two porters at the station. We have no extra work besides what we had previously.

B. THEW.

South Eastern Railway.

Accident at Reading.

Appendix A. to Enclosure No. 2.

Extract from Mr. Thew's Letter, dated September 10th, 1855.

I should be obliged if, on that morning, you will let me have some assistance, as the office duty will fully occupy me.

The above refers to the 12th September, the day of the excursion from Reading to Brighton.

Appendix B. to Enclosure No. 2.

South Eastern Railway, London Terminus,
September 11th, 1855.

Brighton Excursion.

A special train, with carriages, for the above excursion, will arrive at your station from Bricklayer's Arms to-morrow at 6.15 a.m.

In case it may be necessary to divide the excursion into two trains, you will be good enough to arrange so that the Great Western and Reading passengers may leave special, if possible, before our 8 a.m. train, and the second train for intermediate passengers to leave at 8.5 a.m.

I will, however, be at your station with the train of empties, and will then enter into further particulars. Meantime, will thank you to make the necessary arrangements, and provide two guards for the second train.

Mr. Thew, Reading. G. W. Brown, Superintendent.

Enclosure No. 3.

South Eastern Railway, London Terminus,
October 2d, 1855.

Dear Sir,

It was suggested at the adjourned meeting of the Board held on the 22d September, that my report of the 19th, upon the Reading collision, should be divided into two portions. Acting upon this suggestion, I have so divided the report, and beg to hand you two communications which contain the whole of the original report, with the addition of a few words to the second part of it, which are rendered necessary to preserve the context.

I am, &c.

S. Smiles, Esq., Secretary. R. H. Barlow.

Sub-Enclosure 1 in Enclosure No. 3.

Sir,

September 19th, 1855.

It is with very great regret that I have to report a collision, the most terrible in its character and fearful in its consequences that has ever occurred on this Railway.

On Wednesday evening, the 12th instant, a telegraph message was sent by Mr. Weatherburn, the locomotive foreman at Red Hill, to Joseph Crossley, an engine-driver in the Company's employment, to meet the 6.30 p.m. down train at Guildford with his pilot engine. This message having been received at a late period, Crossley did not think it advisable to wait until the regular fireman of the engine could be found, but directed Jesse Ferguson, a cleaner, to accompany him, and started out of the engine shed siding without taking the precaution of even lighting the headlights, which, from the circumstance of the tender being in the front, were fixed on the tender of the engine.

The siding out of which this engine proceeded enters the down line of rails, and the switches which lead to it are placed at the west end of the ticket platform, at which all trains or engines approaching Reading are directed to stop. A double set of signals, with a switchman's box, are fixed in a line with these switches, to control the passage of trains or engines to and from the passenger or goods station. At this point the lines to the goods and engine sheds diverge : those on the south side lead to the goods and engine sheds, the straight road leading over a single line to the passenger shed, and it is the duty of a switchman to work the various switches at this place to enable trains or engines to enter or depart from either the goods or passenger stations, and to control them with his signals.

On this particular occasion, no switchman was at the post, for it appears no switchman had been appointed ; the signals which govern the approach to the goods and engine sheds were standing at danger, but were not lit, owing to the gas-fittings being incomplete, and the other signals which govern the approach to the passenger shed were not lit, in consequence of some temporary defect in the gas. It was dusk at the time the engine left the siding, but there was sufficient daylight for the driver to see the arms of the signals.

Crossley and the cleaner, acting in the capacity of fireman, therefore left the engine shed, the former making up his fire and preparing to oil his engine, the latter standing at the end of the tender preparing to light the lamps. In this position they passed through the junction switches, ran past the signals, and instead of stopping to open the points leading to the up line, which are some 50 yards from the signals, ran straight along the down line for a distance of about a mile and a quarter, the driver oiling, the cleaner lighting his lamps.

At this precise time the 4.40 train from London was approaching, and was just entering up the curve which commences at a bridge near the Reading Cemetery, when the two engines met. Neither of the drivers appear to have been aware of the approaching danger. Crossley, from his occupation at the time, not being, in all probability, on the look out, and William Graham, the driver of the train engine, not seeing the pilot until it was upon him ; the consequences were frightful. Both engines met when running at a speed of not less than 40 miles an hour, and the result baffles all description. Both were considerably shattered, and one of the tenders completely broken up. The luggage van of the passenger train was driven through a second-class carriage next to it, in which were several passengers ; the body and frame-work of the carriage were quite destroyed.

Immediately after the collision had taken place several persons hastened to the spot and rendered very valuable assistance, and among those most conspicuous were Mr. Wheble, a gentleman residing in the vicinity, Mr. Shackle, his neighbour, and Mr. Hathaway, a farmer, who with great promptitude brought waggons and vehicles from his farm, which was close at hand, and by these means the injured persons were conveyed to the Royal Berkshire Hospital with as little delay as possible. These three gentlemen deserve some especial token of acknowledgment from the Directors for the services they rendered on the occasion.

The following proved to be the sufferers :

Killed :—Mr. F. Fynmore, aged 17, a clerk in one of the banks at Reading. Christopher Belton, aged 16, son-in-law to Mr. Gilligan, a currier of St. Mary's Butts, Reading. Francis Beant, aged about 35, a gamekeeper at Hampstead Norris, near Newbury. Joseph Crossley, about 30, engine driver in the employment of the Company. Mrs. Norton, aged about 30, wife of the Company's goods clerk at Reading.

Injured :—Mr. Charles Sowdon, aged about 35, a wine merchant at Reading ; fracture of thigh ; his case will very probably end fatally. Mrs. Skinner, of Bristol, aged about 40, wife of a teacher in the reformatory school, compound fracture of the leg ; her case is very serious, but apparently not a dangerous character. Miss Hanison, age about 30, a dressmaker at Guildford, spine injured ; her case is not serious at present. Miss Banning, of Wokingham, aged about 30, with a bruised face and shoulder ; injuries not serious. Jesse Fergusson, aged about 22, has been three years with the Company and employed as a cleaner, and has occasionally acted as fireman ; serious scalp wounds, but not dangerous ; has a wife, but no family. Henry Harrison, about 30, fireman of train

engine, and eight years with the Company; is married and has seven children; has two ribs fractured on the left side, but is doing very well. Mr. Challen, about 50, a draper at Reading, with contused knee and bruises on the head. Mr. Johnson, a grocer at Reading, about 80, severely shaken; is very old, and likely to suffer from the injuries he has received. Mrs. Swaine, about 30, with one baby; she is the wife of a gentleman's servant, is severely injured, and has been delirious since the evening of the collision. The Rev. D. Davis, of Neath, Glamorganshire, with bruises.

The total casualties, therefore, which are known up to the present time are :—

5 killed - - - - - 10 injured.

As far as can be ascertained, there were about 25 passengers in the train. It is to be hoped, therefore, that the above list will be found to represent nearly all who suffered on this occasion.

The immediate and primary cause of this frightful occurrence was the recklessness and inattention of the unfortunate driver, Crossley, whose life has paid the penalty of a rashness for which it is impossible to account. He knew the arrangements which existed at the junction, the system which was in force for working the signals and points, the absence of a regularly appointed switchman, and consequently the necessity for his fireman to open the points, and admit his engine on the up line, yet with all the experience he possessed, and the knowledge that a train was nearly due, he seems to have so thoroughly employed himself, and the acting stoker upon the various duties connected with his engine, as to have paid little heed to other matters. His whole conduct bears the impress of a man in a state irresponsible for his actions. It is, however, just to record that he was perfectly sober, and to all appearances fully capable of performing his duty.

I am, &c.

S. Smiles, Esq., Secretary. R. H. Barlow.

Sub-Enclosure 2 in Enclosure No. 3.

Sir, *London Terminus*, 1855.

I have fully reported to you the particulars attending the collision at Reading, but the circumstances connected with this occurrence have divulged a state of discipline and arrangements at the Reading station which I am unable to justify, and for which I must disclaim all responsibility. Regulations issued without means being provided to carry them out, junction signals without a proper signal-man to attend them, points without a switchman, a staff reduced below the limits of prudence,—are facts which have been proved to exist, and which have been sanctioned from time to time without my cognizance or approval.

The character and interests of the Company are deeply compromised by such a state of things. It is calculated to reflect the greatest discredit on a railway manager; and with a painful sense of the responsibilities which attach to my official position, I solicit a full inquiry into the authority which has confirmed such defective arrangements, that the blame may, in the first instance, be traced to the proper source, and some security provided that the service of this railway is henceforth conducted in a manner which shall ensure the public safety.

I am, &c.

S. Smiles, Esq., Secretary. R. H. Barlow.

Enclosure No. 4.

Dear Sir, *August 29th*, 1855.

I hand you copy of a letter received from the secretary to the railway department of the Board of Trade, authorizing the opening for traffic of the Reading Extension, subject to the condition that "only one engine in "steam be allowed on the portion of single line at one and the same time."

This condition has been assented to, and a letter written to the Board of Trade, confirming the undertaking to that effect given by Mr. Ashcroft. It remains, therefore, for you to issue such instructions as will ensure the condition being always fulfilled.

It must be clearly understood that no engine, either with or without a train, is to pass through the points leading on to the extension, while another engine is standing in steam upon any portion of the line between the junction and the new station adjoining the Great Western. This order must never be infringed.

Will you be good enough to frame regulations for the working of this extension as soon as possible, and let me see them.

It would be well at once to send down an order to Reading relative to the condition imposed by the Board of Trade, and direct that a copy be given to each man appointed to do switchman's duty at the junction, and a copy be fixed in the switchman's box, also to direct that the station-master himself reads and explains the regulation to each switchman.

I am, &c.

G. W. Brown, Esq., Superintendent. R. H. Barlow.

The line may be opened for passenger traffic to-morrow morning.

Orders issued by the Superintendent on opening the New Station.

South-Eastern Railway, Reading Extension.—Special Order, No. 52.

On and from the 30th August, 1855, the new Reading station will be opened for passenger traffic, and the following are the regulations to be observed for working the single line between the ticket platform and the new station :—

Under no circumstances whatever will two engines in steam, either with or without trains, be permitted to be on the single line at the same time;

Should it at any time be found necessary to have two engines to take out a train, the extra engine will be attached after the train has, by the first engine, been brought from the single line through the points on to the up line;

Down passenger trains arriving at the ticket platform will there have their engine detached, for the purpose of running round the train, and pushing it up the single line into the station. Care must, however, be taken to see that the engine is properly coupled to the train before it propels the train on the single line;

Drivers and guards must pay particular attention to the signals exhibited by the switchman at the points leading to the single line. Trains leaving the new station must proceed at a very cautious speed until they have cleared the points and got on the up line;

Each servant of the Company concerned herein must keep a copy of this order in his possession, and make himself thoroughly acquainted with the above regulations, which, if not properly carried out, will be attended by instant dismissal of the servant in fault.

G. W. Brown,

London Terminus, 29th August, 1855. Superintendent.

Enclosure No. 5.

Extracts from the Minutes of the Traffic Committee of the 18th April 1855, and confirmed by the Board of the 19th April 1855.

Visiting Stations.—It was resolved, That a special train be placed at the orders of the general and traffic managers for the purpose of visiting the various stations on the line with the committee, in order to ascertain whether any, and if so, what improvements can be effected with a view to increased efficiency and economy of working the traffic.

South Eastern Railway.

Accident at Reading.

Enclosure No. 6.

SOUTH EASTERN RAILWAY.—ELECTRIC TELEGRAPH.

10.35 *Station, May* 3, 1855.

Received the following Signals from London.

From superintendent. The goods manager and myself will be down at your station to-day, and will be glad to receive any suggestions from you as to increase of traffic and reduction of expenditure.

A. OLIVER, *Telegraph Clerk.*

Enclosure No. 7.

South Eastern Railway, London Terminus, October 22d, 1855.

EXTRACTS from a REPORT of the Superintendent, Engineer, and Goods Manager, presented to the Board on the 16th August 1855.

Staff at the various Country Stations.

"This we considered to be at the minimum according to the duties to be performed; we cannot, however, refrain from remarking on the praiseworthy readiness shown by the station-masters at Reading, Maidstone, St. Leonards, Minster, Margate, and Strood, by proposing reductions (as will be seen in our report) although we were of opinion that their stations were already worked economically.

READING STATION.	Per Annum. £	s.	d.
The ticket collector in receipt of 21*s.* per week to be superseded by a youth at 12*s.*, saving in wages and clothing per annum	26	3	0
Assistant goods clerk in receipt of 21*s.* per week to be superseded by a youth at 12*s.*, saving	20	16	0
Horsekeeper's services dispensed with . . . . . ditto	39	0	0

READING STATION.—On the opening of the Reading Extension, and the transfer of the company's business to the new station, we recommend that the old offices should be converted into a residence for the station-master, thus securing his presence at all times on the spot, and effect a saving of £15 per annum now allowed him for house rent."

Enclosure No. 8.

COPY of a Letter addressed by the General Manager to the Superintendent of the South-Eastern Railway, on the subject of Excursion Trains and effective Break Power.

London Terminus, South-Eastern Railway, July 26th, 1855.

DEAR SIR,

IT is possible that the number of passengers who will avail themselves of the cheap excursion to the Crystal Palace on Monday next, from Ashford and stations on the Ramsgate branch, may necessitate an additional train being provided.

Should such be the case, it is important that the station-master, at whose station the division of the train may take place, is careful that a red tail board is attached to the preceding train, in strict conformity with general regulations; also, that the fact is communicated by telegraph to all stations, not excepting those belonging to the Brighton Company; of course, the passing of the second portion must be also telegraphed from station to station.

The station-master must not allow any second portion of a train to leave without a proper amount of break power. One brake to every seven carriages is a proper allowance, and the last carriage should always be a break.

I also request you will have a time bill arranged for a second train (should one be required), giving merely the time to be occupied between each station, with a note, that in no case is this speed to be increased.

It is necessary in all arrangements for excursions, the above regulations should be enforced.

There were four points in the Croydon collision which prejudiced our case.

1st. The neglect of placing a red board on the preceding train at Ashford, which led to an inference that our rules were not strictly carried out.

2d. The neglect of telegraphing the second portion of the excursion from Red Hill to Croydon, agreeably to regulation No. 3, page 28.

3d. The insufficiency of break power.

4th. The speed at which the second portion of the excursion must have been travelling on approaching Croydon.

It is therefore necessary to provide against such contingencies, and it can best be done by now bringing the facts prominently before the station-masters, and directing them how to act in all future cases in which a necessity may arise for despatching a train from their stations without notice being given previously from your office.

Yours, &c.

G. W. Brown, Esq., Superintendent. R. H. BARLOW.

Railway Department, Board of Trade,
Whitehall, October 31, 1855.

Sir,

In compliance with the instructions contained in your letter of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 29th ultimo, near the Gravesend station of the South Eastern Railway.

South Eastern Railway.

Accident at Gravesend.

A mile and a half to the east of Gravesend, and seven miles and a half to the west of Strood, there is a junction between a branch, half a mile in length, leading to the old station, which is now used for goods, and the down main line. This junction is unprotected by any signals of its own; and the nearest signals to it are those at the Denton and Milton level crossings—the former of which is 400, and the latter 800 yards to the west of the points leading to the branch. To the east of these points, and 40 yards from them, there is a cross-over road leading from the up to the down line, so as to enable a train proceeding in the direction of London, to be backed from the former to the latter, and thus to communicate with the goods station.

At 1.15, on the morning of the 29th ultimo, as a coal train was shunting at this junction, the midnight passenger train from London came into collision with some of the trucks, at a speed of about 15 miles an hour, but, fortunately, without injury to any of the four passengers travelling in it.

The passenger train was composed of an engine and tender, five carriages, and a van, and it was very nearly punctual to its proper time when the accident occurred. The driver had no reason to apprehend danger until after he had passed the Denton crossing, when he saw a red light waving from the rear of the coal train, and, accordingly, did his best to pull up. The night was clear, and the moon was shining brightly, but a curve in the line prevented his seeing that the coal train was on *his* line of rails till he was very near it.

The coal train left Strood punctually at 1 a.m., according to the time-bill. It consisted of two engines and tenders, 19 trucks, and a break. According to the statements of the driver, it was his custom, when he had a light train of ten trucks or so, to take them all up the goods branch; but when he had a larger train, to leave those trucks which were destined for London on the up main line, whilst he took the remainder only, over the cross-over road to the down line, and then up to the goods station. On the night in question, however, the driver ran past the cross-over road before stopping his train; and then, seeing a white light from the guard's van, commenced to back his engine. The under guard held the points leading to the down line, and the train passed through them, and towards that line. The driver appears then to have found out that the tail of his train was being turned across, the under guard to have remembered, about the same time, that the midnight passenger train had not passed, and the head guard to have seen that train approaching. So the driver proceeded to move the coal train forward again, to get out of its way, and the two guards used their signal lamps, first to warn their own driver, and then, in running up the line, to stop the passenger train,—all just too late to prevent the collision.

It seems, that, on arriving at the junction on that evening, the two guards of the coal train decided upon taking the whole of it up to the goods station, as they had sufficient power to do so, forgetting that the passenger train had not passed; and it appears that the driver, when he saw a white light shown from the van, understood it to be simply a signal to back his train, for the purpose of leaving some trucks on the *up* line, on the other side of the points of the cross-over road. The guards, both of them, deny having made such a signal to the driver, but the fireman corroborates the statement of the latter, that a white light *was* shown from the van; whilst the driver of the pilot engine, which was in front of the other, states that he saw some one get out of the van after they had stopped, with a white light in his hand, but that he did not appear to be making any signal with that light.

According to their own statements, neither of these drivers had the least idea that the guards were going to turn the train towards the down line. The driver of the pilot engine had, after stopping, uncoupled from the train, and

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the regular engine only was employed to back the waggons. The drivers had not adopted the course which was usual when the train was shunted to the other line, of turning the head lamps of the engines, so that they might show red, or the danger signal, to the front.

The coal train was under the charge of the head guard, who has been dismissed from the Company's service since the accident. He admits that he "forgot the midnight train" until it was seen approaching, and that, otherwise, he would not have crossed to the down line before seeing it pass. He knew that it was due about that time, and if he had thought about it, he would have known also that it had not passed, because he did not meet it on the road. But this man had twice before represented the dangerous and unprotected state of the Gravesend goods junction,—the first time, 12 months before, to the Company's then inspector at London Bridge,—and the second time, to a train inspector, who was travelling with him, nine days before the accident. On both these occasions, he was told that a report would be made about it, but he heard nothing further on the subject.

The head guard had been working that train for 18 months, except during a period when it was taken off, and when he was attached to a fish train running between Gravesend and Bricklayers Arms. The coal train was put on again in July last, and, since that time, it has been shunting waggons nearly every night at the goods junction. The midnight passenger train from London has run past Gravesend since 1st July 1854; and since July last, therefore, they had been due by the time-bills to meet each other at or near this point. The passenger driver states, however, that, although he had driven the midnight train from London, in his turn, once a week for two years, he had never met the coal train out of Strood before;—that, in fact, though due to leave Strood at 1 a.m. it had never started before his arrival, which ought to be, and was generally, at 1.20.

I have already stated, that the Denton and Milton level crossings are, respectively, 400, and 800 yards to the west of the goods junction. At the latter, a man was kept all night, but at the former, there was only one signalman, who retired to rest after the passing of the 10 p.m. down train from London, which was due at his post about 11.15. The curve of the line is such, that, on a clear night, the Milton signalman could just see the lights of the goods engine at the junction; and it was the driver's practice to turn his head lamps, and show the red, or danger signal, whilst he was there engaged, in order to warn this man, so that he might keep his signal at danger.

Enclosure No. 1. Sept. 20, 1855.

After the representation, however, of the head guard to the train inspector, to which I have above referred, the latter addressed a letter, on the 20th September last, a copy of which is herewith enclosed, to the goods manager of the Company, calling his attention to the fact that this coal train was in the habit of shunting at the goods junction without being "protected by any signal," and suggesting that the signal at the Milton crossing should be "turned on" when the midnight down train had passed, and kept on till the coal train should have finished its shunting, and proceeded on its journey. The train inspector also remarked that there was a good signal,—that at the Denton crossing, close to the junction, which was not used so late at night, and recommended, in a postcript, that similar precautions should be observed with respect to "every goods train entering Gravesend old station."

Enclosure No. 2. Sept. 21, 1855.

The goods manager sent this letter, with a short one from himself, on the following day, Friday the 21st of September, to the superintendent "for his adjudication;" and the latter, having received it on Saturday the 22d, wrote to

Enclosure No. 3. Sept. 24, 1855.

the station-master at Gravesend on Monday the 24th, and asked him, whether the signal at Denton crossing was not placed there exclusively for the protection of the down trains when goods trains were shunting into the old station, and whether it was not arranged that the goods to and from that station were removed by the trains in the early part of the evening, before the gateman retired for the night.

Enclosure No. 4. Sept. 25, 1855.

The station-master replied on Tuesday the 25th, that the signal at the Denton crossing *was* so placed for the protection of the down trains, and that the red light was "kept on" at the Milton crossing when trains were being shunted at the junction; as also that, occasionally, a certain pick-up train left trucks at the old station in "going down," and the up goods were taken away by the coal train in question, *after all the passenger trains had done running*, the down line

being then protected by the lights at Milton crossing, and no engine or train being allowed to leave Higham until the signal "all clear" from Gravesend announced the arrival of the coal train at that station.

The superintendent, having received this letter on the 26th, wrote again to the station-master on Thursday the 27th, saying that he found that the goods trains were frequently shunted from the up to the down line at the entrance to the goods station, after the gateman at Denton crossing had retired for the night; and he added, that this in future must *not* be the case, notwithstanding that the ordinary trains may have ceased running, as the down line is thus left unprotected. He further said, that he had arranged with Mr. Biggs, of the goods department, to see the station-master, and that, as soon as he heard more from him, he would give him further instructions.

The superintendent had summoned the goods clerk to him by telegraph on the 26th, and had told him that it had come to his knowledge that the coal trian went into the Gravesend goods station whilst the man at Denton crossing was off duty, that he would not allow it any more, and that he was sure the general manager would not allow it. He said, also, that he should write to Gravesend about it, and directed the goods clerk to go and ask the goods manager if the up goods train leaving Strood at 7.30. p.m. could not do the work, so as to prevent this train from shunting at that point. The goods clerk could not see the goods manager until the following morning, when the latter proposed to pay a man out of *his* department to mind the signal at Denton crossing after the gateman had gone to bed, and the goods clerk returned with that message to the superintendent, who consented to his proceeding to Gravesend for the purpose of making an arrangement of this description with the station-master, and directed him to bring a certificate from that officer, to the effect that all would be safe, and that the station would not be disarranged by what was done.

The goods clerk went back to the goods manager, who heard what was proposed, and said "very well, you had better go down to Gravesend"; but he could not go till the following morning, because he had his hop accounts to collect on that day; and, accordingly, on Friday the 28th, he started on his mission, learning from the superintendent, whom he met on the platform, that the station-master had been written to, and would expect him, and that he was to "mind and bring back a written document."

The goods clerk arrived in due course at Gravesend, arranged with the station-master that a man was to be sent each night for the future to do duty at the Denton crossing, learnt that the men employed would be glad to do it if paid at the rate of a shilling a night by the goods department, and heard that a man had been sent there the previous night, in consequence of the letter already alluded to from the superintendent; and he then returned, satisfied, to town, bearing the desired written document from the station master.

This document, written on Friday the 28th, set forth that there was "no real "danger at present, unless on a very foggy night, as the distant signal at "Milton crossing down line can be seen at this station, and this signal is "always kept on as *stop* when there is anything at the old station"; as well as that he could "arrange for the second goods train (the train in question) to run "into the old station and shunt out every night, *with safety*, by sending a com-"petent man to Denton crossing"; and that "by the arrangement, the service "of this station would not be interfered with."

The superintendent, when he received this written document at the hands of the goods clerk, considered the arrangement therein proposed "as sufficient for the time," and proceeded to confer on the subject with the general manager at 4 p.m. on the same day, the 28th. He did not inform the general manager of the correspondence which had passed, but told him that the arrangements he alluded to were the result of the visit to Gravesend of the goods clerk, whom he had sent in consequence of his having ascertained, that the goods train was in danger at the goods junction, and that no man was at the signal at Denton crossing for its protection.

The general manager did not consider the arrangements submitted to him sufficient to ensure safety, but instructed the superintendent to keep both lines "blocked" whilst the goods train was shunting at the junction, by telegraphing from Strood to Gravesend, to stop all down trains until the coal train, after completing its operations at the junction, arrived at the Gravesend

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passenger station—remembering, at the same time, that under the system of working in force on the line, no up train would be allowed to leave Higham, the next station, until the coal train had been "signalled into Gravesend." The superintendent accordingly received from the general manager instructions to carry the above arrangement into effect, which he intended to do on the following day; but the collision occurred at 1.15 a.m. on the 29th, the next morning.

After receiving the superintendent's letter of the 27th, the station-master sent one of the Gravesend passenger porters to the junction the same evening, with instructions to call, in passing, at the Milton junction, and inform the gateman there stationed of what he was about to do; and then to proceed to the Denton crossing for the purpose of preventing the coal train from crossing over to the down line until the midnight train from London had passed. On the following evening, the 28th, after sending his "written document" to the superintendent, the station-master sent another passenger porter to the Denton crossing, with somewhat similar instructions; but no notice was given to the driver or guard of the coal train that these porters were to be so employed, on either occasion.

On the night of the 28th, then, the passenger porter proceeded to the junction at 10.30, with instructions, according to his own account, to signal the down trains, and, when the coal train arrived, to allow nothing to pass him whilst it was shunting. A little after 1 o'clock, he saw the coal train approaching, and, knowing that the passenger train from London was due, he walked fifty yards down the line, and exhibited a red light from his hand lamp, in obedience to which, as he thought, the coal train stopped. He then returned to the Denton crossing, saw the passenger train coming, and showed it the "all right" signal; and after it had passed, he crossed the line to put up his semaphore, heard the goods engine whistling, looked towards it, and observed a red light shown from a hand lamp, apparently at the rear of the train. Directly afterwards, he heard the crash of the collision.

The semaphore signal of the Denton crossing was at this time lighted towards London, but not towards the coal train; and the porter remarked to the gateman, whom he relieved, upon this circumstance, but learnt that it was the rule to put out that light after the passage of the last up-passenger train. This porter had been at work at the Gravesend station since 11 o'clock on the 28th, and the only special orders that he had received in regard to the signals, were, that he was to put out the other lamp and the hand lamp when the coal train had gone by, and that he was to exchange signals with the Milton crossing, so that, when the coal train was there, all down trains might be stopped in the cutting on the other side of that crossing.

Neither the driver nor the guards of the coal train were aware of the porter having been sent to the Denton crossing; and the train was stopped, not, as the porter thought, in obedience to his hand lamp, but for the purpose of shunting at the junction. The driver saw a white light at Milton crossing, but saw, of course, no light at Denton crossing, and did not, apparently, see the porter's hand lamp at all.

In reference to the other report, to which I have above alluded as having been made by the head guard of the coal train, of the danger of shunting at the goods junction without proper protection, I learn from the station-master at Folkestone Harbour, that, in his then capacity of inspector at London Bridge, he received such a report from this man between 12 and 18 months before, immediately after the superintendent joined the Company's service, and that, in a letter to him, he made a representation of the danger that was thus incurred. The superintendent has no recollection whatever of receiving this communication; but there seems to be little doubt of its having been made, and *to him;* because the Folkestone station-master remembers riding with him in a carriage from Strood, a day or two before he wrote the letter, and states, with considerable distinctness, other matters that this letter contained. At all events, I do not learn that any steps were at that time taken in consequence of the remonstrances of the head guard.

The circumstances of the accident, and the several steps which were taken in regard to the working of the Gravesend junction, having now been detailed at some length, it will perhaps be instructive to sum them up briefly, so as to bring the whole case more clearly and collectedly under notice.

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It has been seen, that, at the instance of the very guard who has been dismissed, on account of the accident, from the service of the Company, the train inspector reported to the goods manager in writing on the 20th September, the danger that existed; that the goods manager forwarded this report to the superintendent on Friday the 21st; that the superintendent, having received it on Saturday the 22d, wrote on Monday the 24th to the Gravesend station-master for information; that the station-master replied on the 25th; that the superintendent wrote again to him on the 27th, and sent a goods clerk to arrange matters with him; that on the 28th, the station-master, after consultation with the goods clerk, forwarded a notification of his plans in a "written document" to the superintendent; that the superintendent laid these before the general manager the same afternoon, found that he disapproved of them, and received instructions to take further measures for the safety of the trains; and that at 1.15 a.m. on the 29th, the collision occurred.

Now, the simple fact is, that there was a junction on the main line near Gravesend, unprovided with the necessary means of protection; and all this time, from the 20th to the 27th September, was suffered to elapse, after the danger had been officially reported, before *any* remedy for it was adopted. Even then a means utterly inadequate was employed. A porter, who had been working all day, was sent on two evenings to a public road level crossing, 400 yards from the junction, without warning being given to the driver or guards of the coal train, without a lighted lamp towards it from his semaphore signal, and, in fact, without power to prevent the collision, which occurred in his presence. The plan of the general manager, if it had been carried out, would have doubtless prevented the accident on that particular evening. But neither this, nor the other devices for working a junction without a proper arrangement of signals and signalmen, can be considered as a sufficient permanent provision for the safety of the traffic.

Enclosure No. 7. Sept. 29, 1855.
Enclosure No. 8. Oct. 3, 1855.

This, however, is far from being all. Letters have been forwarded to me by the general manager and superintendent, addressed by them to the secretary of the Company, on the subject of this accident, which I beg to enclose. The letter of the general manager throws the blame of the collision on the superintendent, and that of the latter gentleman, whilst excusing himself, retorts that the mode of working which led to it, originated under the superintendence of his superior, before he entered the service of the Company. But it will be observed that the superintendent says also, "*For some time past I have "observed the working of the junction at Gravesend with much anxiety, and I "have referred to it in the course of conversation with the general manager on "one or two occasions, when advocating the desirableness for the goods traffic "being conducted at the new station. The Directors will also find that at "page* 16, *in the printed report handed in to them several weeks ago, and "referred to the general manager for his consideration, the goods manager and "engineer concurred with me in opinion* AS TO THE DANGER TO WHICH THE "PUBLIC WERE EXPOSED *by the goods traffic being carried on at the present old "station; and on Thursday the 25th of September, when examined before the "Directors, I pointed out that the Gravesend old junction and the Folkestone "incline junction were less efficiently protected than the junction at Reading, "then under consideration. The engineer has also (I believe) called attention "some time since to the inefficient arrangements here as well as elsewhere on "the line.*"

The revelations contained in this extract from the superintendent's letter are really almost incredible.

It appears that the culpability of his delay in securing the safety of the junction, is aggravated by the fact that he had for some time past been watching it "with much anxiety." It appears also, that the danger incurred at this junction, was brought under the notice of the Directors and general manager, in a printed report handed in to them several weeks before, and vouched for by the engineer and the goods manager, as well as by the superintendent. And, worse than all, it appears further, that, after the frightful accident which occurred on the same line, at Reading, on the 12th September, in which five people were killed and ten were injured, it was pointed out by the superintendent to the Directors, during their examination of him in reference to that very accident, on the 25th September, that this junction and another were less efficiently protected than the junction at Reading, where the want of a signalman was the principal cause of the catastrophe.

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These facts require no comment; they speak plainly enough for themselves. It is quite evident, that the dilatory proceedings which were instituted by the superintendent, after the danger had been brought under his notice by the train inspector, against which, he says, in his report to the secretary, he "*had* "*been anxiously and energetically providing*," were a farce—a mere blind—instituted for the purpose of throwing upon the station-master, by means of the "written document," which was to be procured from him by the goods clerk, the responsibility of an arrangement which was unsafe, and which was considered by the superintendent, as he states in his letter to the secretary, in the light of "a temporary measure of precaution."

It is embarrassing, under these circumstances, to say what was the ultimate cause of the accident. The immediate cause was, plainly, the working of a junction in a dangerous manner, without proper provision for its protection; but the reason why this was done, and why proper measures were not adopted, it is not so easy to state. Directors, general manager, superintendent, engineer, goods manager, station master, train inspector, guards, driver, were all aware of the state of the junction; but all waited for an accident, and, in the mean time, *the proper measures* for averting it were not even suggested.

It would be idle to endeavour to fix the amount of blame which rests, respectively, with the different officers of the Company for this accident, inasmuch as it is one which evinces the same false spirit of economy through the system, as that to which it has been my duty to direct attention, in connexion with the recent accident at Reading, and for which the Directors, themselves, must be considered personally responsible. Fortunately, unlike the Reading accident, it has not been attended with loss of life or limb; but that was due to the fortuitous circumstances of a clear night, a light passenger train, and good luck; and this collision appears to be, if possible, more forcibly illustrative of the mismanagement of the Company than the other.

I hope that the Directors will now take warning, that they will, if they continue to use this junction, place a signalman and sufficient signals at it; and that they will not wait for the occurrence of a further accident before securing the Folkestone incline junction, and the other points of the line referred to by the superintendent, in a similar manner.

Enclosure No. 9.

I beg to enclose herewith, the evidence given by the different servants of the Company in reference to this accident, in addition to the various documents previously enumerated.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Enclosure No. 1.

Dear Sir, *South Eastern Railway, Thursday, September* 20, 1855.

I beg to call your attention to the want of a signal at the place where the North Kent goods train passes from the main line into the Gravesend old station. They are obliged to pass from the up to the down line before they can get into the siding, and are not protected by any signal while so engaged.

There is a good signal at a level crossing this side of the junction, which might be made use of to protect the goods train while passing over the down line.

I would suggest that when the 12 o'clock down train has passed this crossing, the danger signal should be turned on, and kept on till the goods train has passed that point on its way to Bricklayers Arms. There is a good signal close to the junction, but which is, I believe, not used after the 10 p.m. down train has passed, at which time the man goes off duty.

I am, &c.

J. C. Shaw, Esq., Bricklayers Arms. George Johnston.

P.S.—The same precautions ought to be observed with every goods train entering Gravesend old station.

Enclosure No. 2.

South Eastern Railway, Goods Department,
Dear Sir, *September* 21, 1855.

I herewith enclose a report from Goods Train Inspector Johnston, for your perusal and adjudication.

Yours, &c.

Geo. W. Brown, Esq., London. James C. Shaw.

Enclosure No. 3.

Gravesend Old Station.

South Eastern Railway, Superintendent's Office,
Sir, *September* 24, 1855.

Is not the signal at Denton crossing placed there exclusively for the protection of the down trains, when goods trains are shunting into the station? also, is it not arranged that the goods to and from that station are removed by the trains in the early part of the evening, and before the gateman retires for the night?

Mr. Portch, Gravesend Station. G. W. Brown.

Enclosure No. 4.

ANSWER.

SIR, *Gravesend Station, September* 25, 1855.

IN answer to your first question, the signal at Denton crossing is placed for the protection of down trains when goods trains are shunting into the old station; also, the red light at Milton crossing is kept on when shunting is going on at the junction.

In reply to your second question, occasionally the pick-up train leaves trucks at the old station going down; the up goods are taken away by the coal train *after all the passengers trains are done running*, this coal train then crossing from the up to the down line to go in for trucks; the down line is then protected by the lights at Milton crossing, and no engine nor train is allowed to leave Higham until the signal by telegraph is given that the coal train has arrived at this station.

I am, &c.

G. W. Brown, Esq. L. PORTCH.

Enclosure No. 5.

SHUNTING GOODS TRAINS.

SIR, *South Eastern Railway, September* 27, 1855.

I FIND that the goods trains are frequently shunted from the up to the down line at the entrance to the goods station after the gateman at Denton crossing has retired for the night.

This, in future, must *not* be the case, notwithstanding that the ordinary trains may have ceased running, as the down line is thus left unprotected.

I have arranged with Mr. Biggs, of the goods department, to see you on this, and so soon as I hear further from him, I will give you further instructions.

Mr. Portch, Gravesend. G. W. BROWN, *Superintendent.*

Enclosure No. 6.

SIR, *South Eastern Railway, September* 28, 1855.

I BEG to inform you, that I can arrange for the second goods train to run into the old station, and shunt out every night, *with safety*, by sending a competent man to Denton crossing. I would observe, that there is no real danger at present, unless on a very foggy night, as the distant signal at Milton crossing down line can be seen at this station, and this signal is always kept on as *stop* when there is anything at the old station. I have shown and explained all to Mr. Biggs.

By the arrangement, the service of this station will not be interfered with.

I am, &c.

G. W. Brown, Esq. L. PORTCH.

Enclosure No. 7.

COPY of a LETTER addressed to the SECRETARY of the SOUTH EASTERN RAILWAY after an INVESTIGATION by the GENERAL MANAGER into the circumstances which caused a COLLISION near GRAVESEND, on the 29th of September 1855.

SIR, *London Terminus, South Eastern Railway, October* 2, 1855.

ON Saturday, the 22d ultimo, an adjourned meeting of a committee of the whole Board was held to consider my report on the collision at Reading, which took place on the 12th, and which report was dated the 19th September.

It was in consequence of certain statements made in that report, and a discussion which ensued thereon, that the Directors forming the committee came to a determination, which was subsequently recorded in your communication addressed to me on the 22d ultimo, to the following effect:—

"The committee intimated to Captain Barlow that (as the general manager) they looked to him, as heretofore, for carrying out the safe and efficient working of the railway."

Such an amount of responsibility from an officer selected to occupy the position of "general manager" is nothing more than the Directors are entitled to expect. It was accepted by me when the appointment was conferred; it was repudiated only when I found that questions affecting public safety were settled without my cognisance or approval.

The sentiments, however, expressed by the Directors on the 22d ultimo, in the presence of the superintendent, admitted of no misconstruction. They confirmed a broad and intelligible principle. They fixed responsibility in its legitimate channel, and they required that amount of support to be given me, without which the assumption of such responsibility would be a mere delusion.

Thus stood matters on Saturday the 22d September, when the committee adjourned. It was then clearly expressed to the superintendent and myself, that the safe and efficient working of the railway was a matter of paramount importance, and for ensuring that safety and efficiency the Directors looked to me, the "general manager."

Whether this injunction has been regarded, and proper assistance has been given me to promote that safety and efficiency, a recital of the circumstances antecedent to the collision at Gravesend on Saturday morning last, will afford the best demonstration.

At the very time when the Directors were inculcating the necessity for every vigilance being exercised in conducting the safety of traffic, there was in the office of the superintendent a letter from the goods manager written on the 21st September, enclosing one from an inspector of the goods trains, dated 20th, calling attention to the dangerous practice which eventually led to the collision on the 29th, and suggesting a remedy. This danger had first been brought to the inspector's notice on the 18th by the very guard whose neglect in providing for public safety has lost him a good situation, and well nigh exposed him to the penalties of a civil prosecution. No notice was taken by the superintendent of this important communication until the 24th (three days after its receipt), when it was sent to the Gravesend station-master merely for his report. On the 27th, the superintendent writes to the Gravesend station-master prohibiting goods trains shunting from the up to the down line at the entrance to the Gravesend goods station, but nullifies the prohibition by saying that Mr. Biggs of the goods department will see the station master on this subject, and afterwards further instructions will be sent. Accordingly, on the 27th* Mr. Biggs is sent to Gravesend, and to him and the station-master is confided the important arrangement of providing a remedy for public danger, which the superintendent in his report of the occurrence states, he "has long been apprehensive of." The arrangement (if such it can be called) consists of sending a man to Denton crossing (after the regular gatekeeper has gone to bed) to signal the goods train, but does not insure the signals being kept alight (for there was no light in the up signal when the collision took place). It is, however, duly notified to the superintendent on the 28th, but the drivers and guards who are the only parties to be guided by it, receive no intimation of any having been made, and thus whatever practical benefit might have been produced by such arrangement is entirely defeated. So that in fact, six whole days elapse after the danger is brought to the superintendent's notice, before any measures are brought into operation which can provide against it, and we shall presently see how far they were ultimately useful.

* This should be 28th.—R.H.B.

On the 28th, the superintendent, while conversing with me, brings the subject to my notice for the first time, and acquaints me with the arrangements which he *proposes* to carry out. I consider them insufficient, and pre-

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scribe others, which I direct to be brought into operation forthwith ; the orders are not given by the superintendent, and the collision takes place the following morning.

Such is a plain recital of the manner in which questions of public safety are treated by your superintendent, and from it may be drawn an inference of the position in which I place myself by incurring any further responsibility while dependent upon him for aid and support. I am one of the oldest officers in this Company, having been employed nearly ten years. I have served in five of the departments, occupying high positions in each; and, without favour or influence, I was selected, from a large number of candidates invited by public advertisement, to occupy the position of "General Manager;" but I am no longer content to risk my character in the hands of an officer who will neither carry out my instructions or bring important matters to my notice. I am willing that all the duties and responsibilities which any other general manager (whatever may be his emolument) undertakes should be vested in me, but only on the condition that those serving under me are men in whom I can place implicit confidence; and I must also have the support and confidence of the Directors. I ask nothing unreasonable ; I ask only to be placed in the same position as other general managers. This position was assigned to me when I received my appointment; I have done nothing to forfeit it ; I am not aware that any circumstances have arisen to necessitate that it should be altered.

I request you will place this letter before the Directors at their meeting to morrow, and remain,

Yours, &c.

R. H. Barlow,

S. Smiles, Esq., Secretary. *General Manager.*

Enclosure No. 8.

Dear Sir, *South Eastern Railway, October* 3, 1855.

I beg to acknowledge the receipt of your favour of this day's date, accompanied by an extract from a report made by the general manager to the Directors, dated the 2d instant, as to the collision which took place at Gravesend on the morning of the 29th ult.

In reply, I beg to inform you that the report of the goods train inspector to Mr. Shaw, dated the 20th of September (and which merely calls attention to the absence of a signal at the junction of the old Gravesend station), was enclosed to me by the goods manager on the 21st, and reached this office mid-day on Saturday, the 22d.

The following day, being Sunday, the office was closed, and the communication could not therefore receive attention until Monday, the 24th. On that day I communicated with the station-master at Gravesend, to know whether proper arrangements were made for the protection of the goods trains when shunting into the old station.

On the 26th, I received his reply, dated the 25th, which was to the effect,—

1st. That the down line was properly protected by the signals at Milton crossing (which is three quarters of a mile on the London side of the junction) when goods trains were shunted across from the up to the down line;

2d. That the goods were removed from the Gravesend station after all the down passenger trains had ceased;

3d. That the coal train, when passing from the up to the down line, the latter was protected by the signals at the above-mentioned crossing ;

4th. That no engine or train was allowed to leave Higham until the "all in" signal had been given by Gravesend;

5th, and lastly. That no real danger existed.

On the following day, Thursday, the 27th, I wrote to him to the effect, that as the signalman at Denton crossing (which is situated upwards of 600 yards on the London side of the junction) had retired to rest before the train arrived, they must not, in the absence of the signalman, shunt across the up line, notwithstanding that all the ordinary trains might have ceased running, as the down line was left unprotected.

Acting upon this order, the station-master sent a signalman, who was provided with the usual and proper signals, and possessed a good knowledge of the locality, to Denton crossing, to relieve the gatekeeper, and desired him on his way thither to call at the Milton crossing, and inform the gatekeeper stationed there that he was going to the former (Denton crossing) to act as signalman from half-past 9 p.m. until the passing of the up coal train; that he would show a red light with his hand lamp and from the semaphore signal, when the coal train was passing from the up to the down line, and for him (the gateman at the Milton crossing) to exhibit a red light from his signal, to stop all down trains during the operation of shunting.

The appointment of this man was an immediate and preliminary measure pending the issue of more stringent regulations, and was quite sufficient for all practical purposes if proper precaution had been exercised on the part of the enginemen and guards, more particularly the latter, who, knowing the danger, if danger existed, is the more culpable for the recklessness he evinced on the occasion.

On the following day, Friday, the 28th, I sent for Mr. Biggs, Mr. Shaw's representative, and desired him to proceed to Gravesend, to confer with the station-master on the spot, as to the best course to be pursued to ensure greater safety with regard to the coal trains running into the old station, and to report to me on his return.

On the afternoon of the same day he returned with a memorandum from the station-master, stating that he had arranged to send a competent man to Denton crossing to signal the trains, and that they could shunt in and out of the old station with safety.

I personally conferred with the general manager the same afternoon, on the subject of additional precaution being taken, and we finally resolved on the course which should be adopted. An order embodying the arrangement would have been issued on the following morning, and it is most unfortunate that during the short interval which elapsed, the collision which I had been anxiously and energetically providing against, should have occurred.

Having laid these facts before the Directors for their consideration, I respectfully submit to them that I have used proper diligence in the matter of Mr. Shaw's note of the 20th ult ; that I have taken the necessary steps to obtain all requisite information as to the best means of ensuring safety at the junction in question,

1st. From the station-master at Gravesend, on the 24th and 27th September ; and

2d. From Mr. Biggs and the station-master jointly on the 28th.

After which I immediately proceeded without loss of time to lay the facts before the general manager, and take his instructions as to the permanent measures to be adopted for the future working of the junction, but in the meantime I had directed temporary measures of precaution to be observed, with the object of ensuring greater immediate safety.

For some time past I have observed the working of the junction at Gravesend with much anxiety, and I have referred to it in course of conversation with the general manager on one or two occasions when advocating the desirableness for the goods traffic being conducted at the new station. The Directors will also find that at page 16 in the printed report handed in to them several weeks ago, and referred to the general manager for his consideration, the goods manager and engineer concurred with me in opinion as to the danger to which the public were exposed by the goods traffic being carried on at the present old station, and on Thursday the 25th September, when examined before the Directors, I pointed out that the Gravesend old junction, and the Folkestone incline junction, were less efficiently protected than the junction at Reading, then under consideration. The engineer has also (I believe) called attention some time since to the inefficient arrangements here, as well as elsewhere on the line.

I regret that the general manager should have taken the opportunity of a collision occurring at Gravesend junction to discover its imperfect state, in like manner as at Reading, and to make the occurrence of the accident a ground of charge against me to the Directors. It is only proper that I should remind the Directors that the arrangements in question were in existence long before I became connected with the Company ; that they were the arrangements sanctioned by the general manager himself during the period when he acted as superintendent of the railway ; and, although previous to my connection with the Company a goods train, when shunting across at this particular spot, had got off the line, blocking up both roads for several hours, no such precautions were taken as those which are now considered necessary.

Had the general manager, from his longer experience of the railway and its points of danger, felt himself called upon to issue fresh instructions as to the Gravesend Junction, it would have afforded me pleasure at all times to exert myself to the utmost of my power to give effect to his orders.

Such being the case, I submit that it is neither fair nor reasonable on the part of the general manager to seek to throw upon me the entire responsibility for this collision at Gravesend, The arrangements at the junction existed long before I joined the company, and for the institution of which I am not responsible. I have done, and was doing, all I could to improve them; and that an accident occurred before the improved arrangements could be carried out, however much it is to be deplored, is nevertheless, I respectfully but firmly submit to the board, not fairly to be laid to my charge.

I am, &c.

S. Smiles, Esq., Secretary. G. W. Brown.

Enclosure No. 9.

Minutes of Evidence taken at Gravesend on October 19th, 1855.

Present: Captain Barlow, General Manager; Mr. Brown, Superintendent; Mr. Rees, Legal Adviser of the South Eastern Railway Company.

Lewis Portch, station-master at Gravesend.—Has been so for fourteen months. The coal train has been running from Strood at 1 a.m. every night since the 1st July. It was put on by Mr. Shaw, Mr. Magnus, and the superintendent. It has shunted something nearly every night at the goods junction. No precaution was ever taken, to my knowledge, to protect it whilst shunting, before the 27th September. On that night I sent a porter from this station with instructions to call at the Milton crossing, and to tell the man there what he was about to do, and that he was not to allow the coal train to cross over before the midnight train from London had passed down. That was all. On the following night I sent Jackson, and gave him the same instructions, excepting that I did not tell him to call at the Milton crossing.

I sent those porters in consequence of a note from the superintendent, enclosing a report from the goods train inspector, and a note from Mr. Shaw, and asking if it was correct what was contained in that report. I replied to it that this was correct—that the down train would be stopped by the distant signal from the Milton crossing whilst the goods train was crossing over—that there was no real danger. The subject had never been broached to me till I received this letter from the superintendent on the 25th September. On the 27th, I received a further letter from the superintendent, saying that the system must no longer exist—that Mr. Biggs, the deputy goods manager, would come down on the following day to arrange for a man to be put at the Denton crossing. Mr. Biggs came down on the Friday the 28th, and instructed me to put a man I could depend upon there, and to charge his pay to the goods account on my pay sheet. I sent therefore a passenger porter, and I had done the same the night before, because I fancied I knew what the superintendent meant in his note. I had not anticipated danger previously, because I did not know but what the Denton gateman was there when the coal train shunted across.

On each of these occasions I sent a porter who had been working since 11 o'clock in the day. They are about 15 hours on duty generally. The men don't complain of working for that length of time. I did not give any information to anybody, or to the driver or guard of the coal train, that I had sent a man to Denton crossing.

L. Portch.

William Broadbridge.—Was guard of passenger train on night of 28th September. We were going at fifteen or twenty miles an hour when I first heard the driver's whistle on account of the coal train. We usually go more slowly at that part of the line than on other parts, on account of the crossings.

W. Broadbridge, *Guard.*

Daniel Stonebridge.—Driver in South Eastern Company's service. Has been so since 1st January 1855. Was driving coal train, leaving Strood at 1. a.m. on 29th September, and has been driving it since about the middle of February, when it was first started by Mr. Shaw, the goods manager. When we had a light train, of perhaps 10 trucks, we took them to the goods station, but when we had a larger train, we left the trucks which were intended to go further, on the main line, and took the remainder over the cross-over road, and up to the goods station. On this occasion, I had a pilot engine to assist me with 19 trucks and a break. On arriving at the goods junction, the guard gave me a white light to come back; I did so. When I had proceeded 12 or 15 yards, I saw that we were going over the crossing on to the down line. I reversed my engine, and pulled the train back as fast as I could. I had got it started again in a forward direction, when I saw the midnight train from London coming, and there was not sufficient time to get my train clear before he was on to us. I had no notice whatever of a man being placed at the Denton crossing. The station-master said that there had been a man placed there the night before the accident, but I had heard nothing of it. Before that time there had not been any man at the crossing after the last train down at 10 p.m., from London. The only protection, therefore, for our train, was from the man at the Milton crossing, who had been there always all night. The guard is in charge of this train over me. On the night in question, I saw a white light from Milton crossing, but I did not see any light from Denton crossing. If one had been there I must have seen it. It was a very clear night, with a bright moon.

Daniel Stonebridge.

Stephen Thorn.—Was guard in South Eastern Company's service. Has been in their service four years, and three years of that time as a guard. Left Strood at 1 a.m. on the 29th September with a coal train. Had been working that train for 18 months. During that period, it was taken off for some time, and I was working a fish train, put on casually between Gravesend and the Bricklayers Arms. I have been discharged from the company's service since this accident, but I have not been told why. We stopped, as usual, with the coal train, at Gravesend goods junction. My mate was with me in the break. When we stopped, he jumped out, and, saying we may as well take them all up to-night, he held the points for the train to cross to the down line, whilst I was in the break to steady them back. I made no sign to the driver to come back. As soon as I saw the passenger train coming, I jumped out of my break and showed a red light to stop it. I certainly thought the crossing was dangerous for this train. I mentioned this to Mr. Johnson, an inspector who rides with the guards to see that they don't lose time on the road, about seven days before the accident. He told me he would make a report of it. I did not take any further steps then, but I had mentioned it a twelvemonth previous to Mr. Dynes, who was an inspector at that time at London Bridge. He also said he should make a report about it, but I heard nothing further on the subject. I made no other representations as to the danger of the practice. I had no notice until after the accident that anyone was placed at the Denton crossing, nor did I see anyone there until after the accident. I know it to be the practice of the driver to turn his head-lamps at this point before crossing to the down line. I don't know whether he did it on the night in question. I was in charge of the train, and solely responsible for its motions, excepting that I could not help stopping at Gravesend junction. I knew there was a train due from London about that time. I did not take any precautions to ensure its safety. I forgot the midnight train. I did not see it pass me on the road, and therefore I should have known, if I had thought, that it had not passed. If I had thought about it, I should not have crossed until I had seen it pass.

Stephen Thorn.

John Webb.—Was in the van with Thorn on the morning of the 29th September. I have been working that coal train for about six months as under-guard. I was first appointed as under-guard to that train, having been previously a shunter. On arriving at the Gravesend junction I got out of my break, and my mate directly afterwards. I said to him, "Shall we take all the train up to the goods station?" He replied, "Yes, we might as well." I then held the points to turn the train across. I did not make any signal to the driver, but he came straight back across the points.

South Eastern Railway.

Accident at Gravesend.

Then we directly thought that the midnight train from London had not passed, and we held a red light to stop our engine, and ran up the line both of us, to stop the midnight train.

We have before talked, my mate and I, of the danger of this junction several times, and we have mentioned it to Mr. Johnson, who was with us some nights before; and he said he would see and have some arrangement about that crossing, which he considered very dangerous himself.

JOHN WEBB.

Thomas Jackson.—Is porter at the Gravesend station,—passenger porter. I was at the Denton crossing on the morning of the accident,—the 29th September. I was ordered to go there the night before, on the 28th, two hours and three quarters before the accident happened. It occurred about 1.15 a.m., and I got there at 10.30 p.m. I was ordered to signal the down trains, and when the coal train arrived, to allow nothing to pass me whilst it was shunting.

I saw the coal train approaching when the passenger train from London was due. I therefore walked 50 yards down the line, and showed a red light to it. The coal train, therefore, stopped, in obedience, I suppose, to my red light. I then turned and went back to the crossing. The passenger train was approaching, and I showed them the signal "all right." They passed me. I crossed the line to put up my semaphore, and the goods engine commenced whistling. I looked towards it, and saw a small hand lamp, shown apparently from the back of the goods train. Directly afterwards I heard the crash.

The semaphore signal was lighted towards London, but not towards the coal train. I remarked to the gateman I relieved that such was the case, and he said it was the rule to put it out after the passing of the last passenger at up train. My orders were to put out the other lamp and my hand-lamp after the coal train had gone by. These were the only orders I received in regard to the signals, excepting that I was to exchange signals with the man at Milton Crossing, so that when the coal train was there, he could stop all down trains in the cutting. I had been working at Gravesend since 11 o'clock on that day. There had been a man sent from Gravesend, also a porter, the night before.

THOMAS JACKSON.

Robert Gladders.—Engine-driver on North Kent Railway. Drove passenger train from London at 12 o'clock, midnight, on 28th September. I had six carriages, including the van. I did not see anything amiss until I had passed Denton crossing a good distance. I then saw a red light waving behind a coal train, but I did not know the coal train was on my line. I was going about 20 miles an hour when I saw the coal train. I then did my best to pull up, and was going about 15 miles an hour when I struck it. I saw a man with a hand signal at Denton crossing. I never met the coal train out of Strood before. I have driven the midnight train once a week for two years. The collision took place at 1.15. I generally arrive at Strood at 1.20.

ROBERT GLADDERS.

William Evans.—Was fireman of coal train on morning of 29th September. I was with the second engine. I have been with that coal train six nights in the week, every night but one since March, about six weeks after it was put on. We have always shunted into the goods station at Gravesend since we got in the habit of stopping there some months since, but at first we did not stop there. A second or two after we had stopped on the 29th September, a white light was shown to us by the guards, to tell us to go back. Sometimes we take 12 or 14 trucks up to the goods station. We as often leave trucks on the main line as we take the whole train up to the goods station.

WILLIAM EVANS.

London Bridge Station, October 22, 1855.

Present:—Captain Barlow; Mr. Brown; Mr. Cudworth; Mr. Rees; Mr. Smiles; a Short-hand Writer.

Mr. Shaw.—Goods manager to the South Eastern Railway Company, and has been so for nearly five years. The coal train leaving Strood at 1 a.m. every morning for London, was put on in October 1854, by my orders, with the approval of the superintendent. It ceased to run last February, because the Strood dock was under repair, and coal vessels could not come in. It was put on again in about two months by my orders, and was approved of by the superintendent, inasmuch as it was contained in the time bills, which he authorized. That train would always have stopped at Gravesend goods junction, whenever there happened to be anything to leave or anything to take on.

About a week before the collision took place, my inspector reported to me in writing that the guard thought there was danger for that train in shunting at the Gravesend goods junction. I therefore sent the inspector's report to the superintendent on the Friday, with a letter from myself drawing his attention to it. The superintendent sent for Mr. Biggs on the Monday following, having received my letter, I suppose, on the Saturday morning; and Mr. Biggs proceeded to Gravesend. Before Mr. Biggs went to Gravesend, he came to me officially from the superintendent, and told me that the superintendent would not permit the train to run into that goods station until the station-master had certified that means had been taken for its protection. He also stated, that the superintendent had spoken to the general manager, who had refused to permit the train to go into the goods station without proper protection. After Mr. Biggs returned, he told me that he had brought back a letter from the station-master, stating that a man had been placed within a short distance of the spot for the protection of the goods train while shunting, and that this arrangement would be satisfactory. I know the locality, and, from what Mr. Biggs told me, I considered the danger to have been prevented, if the man stationed there did his duty.

JAMES C. SHAW.

Mr. Biggs.—I am Mr. Shaw's head clerk in the goods department. The coal train leaving Strood at 1.30 o'clock a.m. every morning, was put on in March last. It was altered to 1 a.m., I think, in July. I know that it has been stopping regularly at the Gravesend goods junction since July.

On Wednesday the 26th September Mr. Brown telegraphed to me at the Bricklayers Arms station to come to him at London Bridge. I went. Mr. Brown asked me if I was aware that the coal train went into Gravesend old station, and that there was no signal-man on duty at the Denton crossing? I told him I was not. Mr. Brown then said, that it had come to his knowledge that the man at Denton crossing was off duty when the train went in; and he said he would not allow it any more, and he was sure that the general manager would not allow it. He said he should write to Gravesend about it, and that I was to go to Mr. Shaw, to see if arrangements could be made to prevent this train from running in there, so that the first up goods train leaving Strood at 7.30 p.m. should do the work. I went to the Bricklayers Arms, but Mr. Shaw was absent. I could not see him until the following morning, when he said, we can't have the traffic stopped. "I'll pay a man out of my department to mind the signal at "Denton crossing after the gateman has gone to bed. You go and see Mr. Brown on the subject." I went at once to Mr. Brown's office, and told him this, upon which Mr. Brown said he *would* have the man there, and I proposed to go and see the station-master at Gravesend. Mr. Brown consented, and told me I must bring a written certificate from the station-master that all would be safe, and that his station would not be disarranged by what was done.

I went back to Mr. Shaw, and told him what Mr. Brown had said, on which he said, "Very well; you had better "go down to Gravesend," but I could not go till the following morning, because I had my hop accounts to collect on that day. I went down the next morning, and, previously to my starting, I met Mr. Brown on the platform, who said, "I have written to the station-master, who knows you are coming; mind and bring me back a written document." This was on Friday morning. When I reached Gravesend, the station-master said he had received Mr. Brown's letter, but did not show it to me, and said, "I put a man down at that signal last night." I asked him what man, and he said "Austin." I said, "Do you know that Austin was knocked down by an engine at Bricklayers Arms "some time ago?" He said he considered him competent and all right. I then asked if he could arrange for one of his men to go down every night. He said he could. I told him the man would be allowed one shilling a night from the goods department for doing it. He said that the men would be very glad, and that he could manage very well without its interfering with his duties. We then walked to the Milton crossing, to see how far it was from the Denton crossing, and returned. I was perfectly satisfied with the arrangement, and got a written document from the station-master to the superintendent, which I took to Mr. Brown.

H. BIGGS.

Henry Dynes.—Station-master at Folkestone Harbour. I was formerly platform inspector at London Bridge station. I remember the goods guard of the night train from Strood mentioning to me, between 12 and 18 months ago, that it was dangerous when crossing over with the goods into the old Gravesend station. I said, "Very well, I'll "make a note of it." I found from him, that there were two level crossings, and he said that the gatemen went off at night. I said, "I shall recommend that one of them be kept on after the last trains have passed at night both "ways, and that a few shillings should be added to his weekly salary for this extra duty." Mr. Brown had then, I believe, been with us a week or two; and I believe that I addressed a letter to him containing this recommendation. I at first had doubts as to whether Mr. Brown had joined the South Eastern railway at that time; but I since remember that I rode with him in a carriage from Strood, a day or two before I wrote this letter. This is to the best of my belief. I mentioned this at the same time as some other recommendations, and I never heard any more about it.

In the same letter I noted some facts connected with the trains for Strood races, and that some of the stations did not keep their distant signals alight at night, and that this was dangerous for the trains. Mr. Brown also checked one or two of the station-masters for this, the same night that I was with him; still, I reported it in my letter, in order that it should not escape his notice.

I had a discretionary power to report either to the general manager or to the superintendent. In some cases, in which I considered the general manager as the proper person, I addressed my reports to him; but if it was anything for the better management of the line, I used to send a copy of my letter to each.

H. Dynes, S.M.

Alfred Walker.—Was driver of pilot engine that accompanied 1 a.m. train from Strood on 29th September. We stopped a little past the Gravesend goods junction. I saw some one get out of the van with a white light in his hand. He did not seem to be making any signal with that light. I uncoupled my engine from the other, and remained at the point where we had first stopped. The other driver, who belonged to the train, then backed it. I did not change my head lamps. I have generally been on with that train once a week or once a fortnight. It was not the practice to turn the head lamps to red, unless we were going across the road. I never dreamt that they were going across on this occasion.

Alfred Walker.

Mr. Brown, superintendent of the South Eastern Company.—I was aware of the running of this coal train at 1 a.m. from Strood since July, but I was not aware that there was no signal-man in attendance at night at the Denton crossing, until the 22nd September, when I received a letter from the goods manager, enclosing a report from the goods train inspector of the absence of this signal-man. On the 24th, Monday, I wrote to the Gravesend station-master to know if it were true, as reported, that no signal-man was in attendance at Denton, and requested him to inform me whether the signal at that crossing was not placed there solely for the protection of the down line when goods trains were shunting at the junction. He replied that it was placed there for that purpose, and although the signal-man had retired to rest before the up coal train arrived, no real danger existed, because they were protected whilst shunting by the signal at Milton crossing, and that they did not shunt across until all the down passenger trains had passed. I received this letter on the 26th September. Mr. Biggs' statement, so far as relates to this matter, is quite correct. On the 27th I wrote to the station-master, saying that, notwithstanding the down passenger trains had passed, yet I thought the absence of a signal-man at Denton crossing when the coal train was shunting across on to the down line, was a dangerous proceeding, as the down line was unprotected, excepting by the Milton crossing, which I did not consider a sufficient protection. In pursuance of this letter, he sent a man there, as he has stated. On the following morning, the 28th, Mr. Biggs proceeded to Gravesend on my instructions, to arrange with the station-master means of ensuring greater safety, and he returned in the afternoon with a memorandum from the station-master, saying that he had made arrangements satisfactory to himself. I considered these arrangements as sufficient for the time. I personally conferred with the general manager at 4 o'clock p.m. on the 28th, the day before the accident, and it was then conceived that those arrangements did not ensure enough safety, and it was arranged to issue an order to secure additional safety by prohibiting any down train from leaving Gravesend, or any up train from leaving Strood, during the time that the coal train was between those stations. Before the order could be issued the collision unfortunately occurred. Two signalmen were always kept at Milton crossing by day, and one by night, but none at Denton by night. The man at Denton was on from 6 a.m. to 9 p.m., or rather his duty commences with the passing of the first train up from Strood at 9 a.m. until the passing of the 10 p.m. down train at night, which is due about 11.15 o'clock at his post.

In my interview with the general manager, I did not mention to him the correspondence which had passed, but I told him that the arrangement I alluded to was the result of my having sent Mr. Biggs to Gravesend,in consequence of my having ascertained that the goods train was in danger at the junction, and that no man was at the signal at Denton crossing for its protection.

I have no recollection whatever of having received the communication of Inspector Dynes to which he refers in his evidence.

The coal and passenger trains were due by the time-bills to meet near the Gravesend goods junction, and had been since July last.

G. W. Brown.

Captain Barlow.—I was not aware, until my interview with Mr. Brown between 3 and 4 o'clock on the afternoon of the 28th September, that the coal train leaving Strood at 1 a.m. went into the old station at Gravesend.

At that interview Mr. Brown mentioned to me that he had heard there was some danger on that account; and he narrated the arrangements which he proposed to make, which were, to send a man to Denton crossing every night, to signal this train after the gatekeeper had gone to bed. Our conversation terminated in my saying, "That "arrangement won't do, you must have both lines blocked." I then detailed how this was to be done—by telegraphing from Strood to Gravesend, to stop all down trains until this coal train arrived at Gravesend passenger station. When I said this, I remembered that, under our system, the up line would have been secure, because nothing could leave Higham until the coal train was signalled into Gravesend. I ordered Mr. Brown to issue these instructions, and he left me, saying he would do so.

Having subsequently heard of this correspondence, I wrote a letter to the secretary, dated 2nd October, of which I will send you a copy.

I found the signal at Denton crossing, as far as I remember, when I became superintendent of the line in March 1851, and I remained in the position of superintendent till May 1854. I took no steps to ensure greater safety at the goods junction, than was provided by the signal at Denton crossing, because it was not necessary.

Whilst I was superintendent, the goods train which left Strood between 7 and 8 in the evening called at the goods junction at Gravesend, when trains passed more frequently than at 1 o'clock in the morning. I considered that the signal at Denton crossing was then, if used, sufficient for the protection of the shunting train at the junction. I did not then consider it necessary to issue the regulations to stop all trains both ways by telegraph; but if I had had a report, stating that there was danger, I should not have lost a moment in issuing such an order, or in making some arrangement that I should consider safe.

The midnight train from London has only run past Gravesend since the 1st July 1854.

R. H. Barlow.

South Eastern Railway.

Accidents at Reading and Gravesend.

South Eastern Railway, London Terminus,
November 28, 1855.

My Lords,

The Board of Directors of the South Eastern Railway Company submit the following statement to your Lordships, in consequence of two reports from Captain Tyler, one of your Lordships' Inspectors of Railways, having been presented to you, which the Directors consider to contain not only inaccurate statements of facts, but also reflections upon the general management of the South Eastern Railway Company, which are unjust and calculated to bring serious discredit and to inflict grave injury upon them.

These reports have reference to two accidents which have recently happened upon the line, one near Reading, on the 12th September last; and the other near Gravesend, on the 29th of the same month. The observations which we feel it our duty to offer to your Lordships will have reference principally to the first of these unfortunate occurrences. Not only was it by far the more serious accident of the two in its immediate results, and one probably involving, if the Company are held responsible for its consequences, very considerable pecuniary loss to them; but it is in the report upon this accident that reflections are to be found upon the management of the line and the conduct of its officers, which the Directors are more especially desirous to bring under your Lordships' attention upon this occasion.

We are particularly anxious, in the outset, to assure your Lordships that we impute no intentional mis-statements or concealments of facts to Captain Tyler; but at the same time we consider it our duty to say, that in our opinion the reports of the Government inspecting officer contain one-sided and *ex-parte* statements of the circumstances referred to in them; and that, we regret to add, it would appear that Captain Tyler had, previously to his inquiries, received impressions as to the motives and conduct of the Directors and some of the principal officers of the Company, which have prevented his bringing to the discharge of his duties upon this occasion that dispassionate and unbiassed judgment which both your Lordships and the Directors had a right to expect. These are not mere assertions on our part; for in a letter written to the Secretary of the Company by Captain Tyler, on the 7th October last, intimating his desire to meet the late General Manager and the Superintendent of the line and the Directors, with a view to further inquiry into the circumstances of the Reading accident, Captain Tyler expressly states that he desires such a meeting "in consequence of certain reports which had reached him upon the sub-"ject" of the alleged reductions in the staff of the Railway; and in answer to a letter written by the Secretary of the Company to Captain Tyler, requesting to be informed what were the reports to which reference was made by him, that gentleman, in his reply, dated the 11th October, says, "The reports which have "reached me to which you refer were privately made, and it is not necessary "that I should further allude to them, as I shall, in reporting upon the accident, "confine myself to the consideration of such evidence as I may openly receive." No doubt such would be the intention of an officer in Captain Tyler's position; but it has been painfully manifest to the Directors throughout the inquiry, that the private communications which Captain Tyler admits that he has received, had raised a prejudice in his mind, which we think has given a bias to the evidence which he collected.

Captain Tyler's report naturally divides itself into two main parts, one having reference to the particular circumstances of the accident, and what are said to be its more immediate causes; the other commenting upon alleged mismanagement in the Company, as bearing indirectly and remotely upon the special causes before referred to. We shall proceed to deal with these two portions of the report seriatim. We would, however, first remark, that as far as we know there is no precedent for such an inquiry as Captain Tyler has thought fit to institute in the present case into matters relating to the internal organization of the Company, and having no direct bearing upon the subject-matter of his investigation. Such inquiries were protested against by several of the Directors who were present during Captain Tyler's investigation; and we beg now to repeat that protest.

The chief cause of the unfortunate accident at Reading is stated by Captain Tyler to be the absence of a regular signalman at the junction; and as this is the most important point connected with the accident, we shall deal with it in the first instance; and we propose to show that not only is it unnecessary, as far as the public safety is concerned, that a signalman should be permanently appointed at the place in question, but that if one had been so appointed, the evidence shows that the accident must equally have occurred.

Captain Tyler in almost the first sentence of his report assumes against the Company the whole point in dispute, for he says, "Considering the "importance of this junction, there can be no doubt that a signalman ought to "have been stationed on the spot." We think for the right decision of this important point, that it is necessary that we should do what Captain Tyler has omitted to do,—explain to your Lordships the precise amount of traffic at the point in question and the regulations under which such traffic is invariably and necessarily carried on.

The Reading station is the terminus of the Reading, Guildford, and Reigate Branch of the South Eastern Railway, and the traffic at it is, comparatively speaking, inconsiderable. There are only five passenger-trains each way in the course of the twenty-four hours, and but two goods-trains, one in the morning, the other in the evening, these being the whole of the trains of all sorts passing in the course of the day the point in question; in fact, the junction, so far from being an important one, is little more than an ordinary station siding.

Upon referring to the plan of the station which Captain Tyler has appended to his report, your Lordships will perceive that, as stated in the report, there is a junction near the point in question between the line leading to the old station (now used as the goods-station) and the line leading to the new station. This last-mentioned line is about 600 yards, or rather less, in length, and the last 400 yards of it are worked as a single line. The new station was opened for traffic on the 30th August last, after having been in the usual way inspected and certified by your Lordships' officer appointed for that purpose. Special attention is always paid by the inspectors to the working and regulation of traffic upon single lines, and accordingly, in the present instance, the inspector, in reporting that the line was safe for traffic, added a condition which was officially notified in writing to the Secretary of the Company on the 28th August last:

Report,—"That the undertaking given by the Company's engineer to "Lieut.-Col. Wynne be adhered to, viz., that only one engine in steam be "allowed on the portion of single line at one and the same time."

This undertaking was accordingly officially given by the Secretary of the Company to your Lordships, and the condition to be observed under it is one which is to endure so long as the line is used as a single line. In consequence of this condition, the Superintendent's Special Order, No. 52, annexed to Captain Tyler's report, was issued; and by that order, the observance of which is essential for the working of the trains into the new station, in compliance with the condition above referred to, it is provided that "Down trains arriving at the "ticket platform will there have their engine detached, for the purpose of running "round the train and pushing it up the single line into the station."

The ticket platform referred to in the order is situate between the signal and the cross-over road, the signal being placed at the end nearest to the station. The junction between the old and the new lines is a few feet nearer to the station than the signal. It is therefore perfectly clear that all passenger-trains approach the junction signal at the lowest possible speed, and that there can therefore be no danger of a collision at this point. Considering, also, the very limited traffic on the line and the arrangements in force for working it, and that the two goods-trains were never allowed to start without the express sanction of the station-master, it has been and still is the opinion of the officers of the Company, that there exists no necessity, so far as the public safety is concerned, for a permanent signalman at the point in question; and if convenience be considered, we would remark, that the man who has been permanently appointed to the post is not engaged more than two or three hours in the course of the day. We submit, therefore, confidently to your Lordships that the assertion of Captain Tyler, upon which the principal part of his charges against the Company is founded, that there can be no doubt that a signalman "ought to have been "stationed at the spot" is not borne out.

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But further, if a permanent signalman had been appointed to this place at the time of the accident, he could not have prevented its occurring. Captain Tyler does, indeed, state incidentally that the cross-over road, the points of which should have been worked, is distant from the man's post at the signal 60 yards; but he entirely overlooks the very material consideration, that in order that the signalman should work the points he would have to leave his post and proceed that distance up the line. Without at present discussing whether Crossley, the driver of the engine which caused the accident, was or was not justified in leaving the station, it is clear that, in point of fact, he did so leave at a rate not much less than 15 or 16 miles an hour, and that he started without giving any signal whatever which could put the signalman on the alert. Clearly, therefore, it was physically impossible for a signalman, under the circumstances which actually occurred, to have reached the points from his post in time to have turned Crossley's engine on to the up line; and further, if he had actually been at the points, he dared not have worked them, as in all human probability the effect of his doing so would have been to throw the engine off the line altogether. I shall presently make a few observations upon the question whether Crossley can in any way be justified or excused for acting as he did; it will at present be more convenient to consider a very important subject directly connected, in Captain Tyler's view of the case, with the absence of a signalman at this junction.

Captain Tyler, instead of attributing the absence of a permanent signalman to its true cause, viz., the belief on the part of the proper officers of the Company that there was no necessity for such an appointment, states distinctly that it was owing to a false system of economy on the part of the Directors, and to the want of a proper staff at Reading. In one passage he draws attention specially to what he terms the "unjustifiable manner in which the porters of the "passenger station have been overworked by the Company;" and in another he states that, looking at all the circumstances of the case, he conceives "that the "staff of the Reading station was kept below what the exigencies of the Com-"pany's service required for the ordinary traffic."

These are very grave charges to make against those who have the management of a railway, and ought not to be made vaguely nor unless supported by proper and sufficient evidence. Your Lordships will, probably, be astonished to hear that the whole evidence upon which such sweeping charges are founded by Captain Tyler, is comprised in the following few sentences in the statements of the Company's servants.

Mr. Thew, the station-master, says, "the ticket collector is on duty from a "quarter to 8 till 1, from 2.15 till 6, from 7 till 9." "There are only these "three parties (Sanson, Sayer, and Sullivan,) at the station besides the night-"man." "It occasionally happens that the ticket collector and one porter are "taken away from the station for other duties, but not frequently, even seldom." And with reference to the employment of the ticket collector as a guard, he says, "He has frequently been taken away for this duty. He has sometimes "gone as guard of an ordinary passenger train, in the absence of another man "from sickness or other cause. He has, perhaps, gone from 10 to 15 times in "the year." Further, he says, "There is fully enough work for the porters to "do when they are all here on ordinary occasions. It is only six or seven "weeks since the porters have not been allowed to go off duty at six in the "evening, one man every third week, and within that time they have done it "frequently."

William Sanson, porter, says, "I always begin work at 6 A.M. I leave off "about 10 minutes or a quarter past 9. I generally have 40 minutes for break-"fast, an hour for dinner, and half or three-quarters of an hour for tea. All "the other porters have the same hours for work. When we were at the other "station, we, one of us, left work every third week at 6, but that has been given "up since we have been at the new station. We are supposed also to have one "Sunday out of three, but I have been on four Sundays at the same hours as "on week days. I am hardworked between all the trains every day. I am "awkwardly situated at the new station with regard to my lamps and tools. "I think we are worked harder than we ought to be in length of time."

William Sayer, porter, says, "I work from 6 A.M. till a quarter past 9 or 9 at "night. I get half an hour for breakfast, half an hour for dinner, and an hour "for tea. I have worked the last three or four Sundays the same hours as on

" week days, because one or two of the men have been ill. The work is rather " hard, and it is rather too long a time."

Roger Sullivan, porter, says, " I come to work at 6 A.M. until 9 at night. " About one week out of three we used to leave off at 6 in the evening, but " lately, for a couple of months, we have not done so. We have plenty of " work when we are all three here, and often wish that we had more hands."

Your Lordships will scarcely believe that these general answers, given by the Company's porters in answer to Captain Tyler's pressing questions, literally contain every particle of evidence upon which Captain Tyler's serious charges against the management of this Company, of unjustifiable overworking of their servants and a reduction of staff below the limits of safety to the public, are founded. There is not one word in his report of comparison between the actual work to be done and the staff to perform it; nor is there the slightest suggestion that the amount of work performed by the porters has, on any single occasion, led either to illness on the part of the men, or danger to the public. And we confidently put it to your Lordships, that looking to the antecedents of the men who generally become porters on railways, and the nature of the duties which they perform, there is no pretence for saying that 13 hours a day is an amount of work which it is unfair to impose upon them. If this Company is to be censured for expecting this amount of work from its servants, what is to be said of the Government of this country, who, in the case of the metropolitan police, a class of men much less fitted from their previous habits for hard work, require a much heavier and longer day's work from the men, whose duties at the same time are of a much more fatiguing and harassing nature. But, in truth, the queston of sufficiency or insufficiency of the staff at Reading station is wholly beside the present case; for Captain Tyler's complaint is, that no permanent switchman was appointed at the junction, while it is manifest, that a man so appointed would have nothing whatever to do with the general staff at Reading, and his duties would not be increased or diminished by the insufficiency or sufficiency of such staff. The Directors, therefore, submit that Captain Tyler has travelled out of the legitimate objects of his investigation, and that he has taken for granted, against the Company, the real point in the case, whether a permanent switchman was necessary or not for the public safety.

Before leaving this part of the case, we must call your Lordships' special attention to a most extraordinary, though no doubt unintentional, misrepresentation of facts on the part of Captain Tyler. That gentleman, commenting upon the fact, that two of the staff had been employed upon the excursion trains (whilst one additional man only was taken in their place), proceeds to remark, that the ticket collector was the last man who ought to have been taken from his duties, and he proceeds to say, " And the consequences to the porters who " remained, I cannot do better than give in their own words." He then proceeds to cite the evidence of porters Sanson and Sayer, to the effect that, on the 12th September they came on duty at 6 A.M., and remained on duty all the following night. It is scarcely credible that a gentleman, exercising a species of judicial functions, such as those which Captain Tyler was called on to fulfil, should fall into the extraordinary error of representing as consequences of the removal of the ticket collector, what were in fact, the inevitable consequences of the accident which occurred; for the sole reason why the two porters in question remained on duty the whole of the night of the 12–13th September was, that they, in common with all the other servants of the Company, were employed in clearing the line from the débris of the train and engines which had suffered in the collision.

We will only further add, that Captain Tyler, in commenting upon the supposed neglect of the superintendent in not replying to the station-master's application for accommodation on the day of the accident, altogether forgets to acquaint your Lordships that the station-master at Reading had a staff of goods porters under his command, whom he could employ at will in the passenger department, and that, therefore, the actual employment of one of those men on the day of the accident by him was not, as Captain Tyler states, done upon his own responsibility, but in the exercise of his ordinary power as station-master.

These two facts are, we submit, of themselves sufficient to take from Captain Tyler's report much of the weight which it would otherwise be entitled to with your Lordships and the public.

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We have entered at some length into this part of the case, as it contains the most serious charge against the Directors and Officers of this Company. We shall proceed very shortly to notice some other portions of the Government Inspector's report.

Captain Tyler comments upon the circumstance that the engine pushes the train before it into the station, and suggests that this operation, which he states to be attended by danger, should be obviated by the addition of a turn-table at the head of the station. He also makes some severe strictures upon the fact, that, for a short time after the new station was opened, the telegraph had not been completely removed to it. A single remark disposes of these points, so far as the Company are concerned. These are both matters which are strictly inquired into by the Government Inspector before he certifies that the line is fit for traffic. We may add, that the same remark applies equally to the working of the signals, and the appointment and duties of the signalman who is to work them. We could point out, if necessary, numerous reports of your Lordship's Inspectors upon the opening of lines in which all these matters are made the subject of comment, and even furnish grounds for your Lordships' refusing to sanction the opening of the line; and, indeed, it is impossible that such matters can be overlooked by the Inspectors, whose duty it is to see that the line is in all respects fit for use, with safety to the public. If it were otherwise, so far from the official inspection being attended with beneficial effects, it would be inducing a false security and belief on the part of the Company that the safety of the public was sufficiently protected, and be calculated to prevent the adoption of measures of precaution which would otherwise have been taken. We submit, then, that if in any of these matters, the non-appointment of a permanent signalman, the practice of pushing trains into the station with the engine in rear, or the imperfect state of the telegraph, there is any just ground of complaint that the public safety was endangered, the real blame must rest with your Lordships' Inspector, who certified that the arrangements of the line were sufficiently safe, and not with the Company, who have merely worked out the system so certified and approved.

Captain Tyler enters minutely into various charges which have been brought against the unfortunate man Crossley for his conduct on the occasion in question, and acquits him of having committed any very serious fault, finding excuses for, where he cannot justify, his conduct.

The first charge noticed is, that he started from the shed without first giving the station-master notice of the fact, and he justifies Crossley's having done so, on the ground that the receipt of the telegraphic message from the station-master was, or might be fairly considered by Crossley to be, a sufficient authority for his so starting. Now, we must beg your Lordships to remember hat Crossley is represented by Captain Tyler as being a most steady, experienced, and trustworthy man, and he was well versed in all the rules of the Company; he knew, therefore, the absolute necessity, under those rules, that before he started his departure should be telegraphed to the next station; he knew also that that could not have been done; he knew that on no previous occasion had he or any other engine-driver ever left the station without first reporting himself to the station-master. It would have been more satisfactory if Captain Tyler had detailed in this instance, as in some others, for your Lordships' satisfaction, the direct and positive evidence of the station-master, of the locomotive foreman for the Reading branch, of Crossley's own fireman, and of the driver of the passenger-train which was run into by Crossley,—that the conduct of the latter was absolutely without precedent, and in itself absolutely unjustifiable and unaccountable. But we are sorry to be obliged to say, that throughout this report scarcely any fact which can tell in favour of the Company finds a place in it, whilst facts and points which can by any possibility be construed into a charge against the Company are put forward prominently and carefully commented upon. We say, therefore, that this conduct of Crossley's was of an extraordinary, unprecedented, and unjustifiable nature, and of such a character that no rules, regulations, or precautions on the part of the Company could have prevented the consequences of it.

The second charge against Crossley alluded to by Captain Tyler is, that he passed the danger-signal at the platform without notice; this is justified by Captain Tyler on the ground that there was no switchman to see that he

obeyed it. We must here complain of a similar disregard of all the evidence in this instance as in the last, for it is clearly shown that in this respect also Crossley's conduct was without precedent, and that no engine-driver has ever yet been known to leave the station without express authority to pass the danger-signal. We may notice another misrepresentation here on the part of Captain Tyler, who says, that "the lamp of the Semaphore, which he (Crossley) is "accused of not obeying, was not lighted at all on that occasion." Crossley is accused of disobeying, not the lamp-signal, but the arm of the telegraph, which stood at danger, and which it is clearly proved was perfectly visible; and we further remark, that Captain Tyler does not refer to the real reason of the gas being omitted to be lighted till after the accident, viz., that the gas fittings had been interfered with by the Gas Company's servants, who were repairing the service pipe.

The third charge, that Crossley started upon his wrong line of rail, is similarly attributed by Captain Tyler to the absence of the switchman. We have already endeavoured to explain to your Lordships, that it was physically impossible for the signalman, if he had been permanently appointed and had been at his post, to have reached, in time to prevent mischief, the points which Crossley neglected to pass over on to the up line. What, therefore, Captain Tyler has to prove against the Company is, that the absence of a signalman prevented, on the part of Crossley, the exercise of that ordinary caution which one would expect a person to use who is endangering not only the lives of others, but his own. We beg to assert, without fear of contradiction, that there is not a single passage in the whole of the evidence which can justify such a conclusion; on the contrary, it is proved most distinctly that with the same mode of working this signal as was in force at the time of the accident, years had passed without a single instance occurring of a train or an engine leaving the station without special leave. Captain Tyler, therefore, has thought fit to assume upon this most important point a case purely hypothetical, improbable in itself, and at variance with all the facts proved.

Captain Tyler, indeed, endeavours to give your Lordships some explanation of that which he admits is at first sight such extraordinary conduct on Crossley's part, by suggesting that the up line having been disused for some time, for a period expiring about a fortnight before the accident, Crossley, in the hurry of the moment, thought that the former state of things was still in existence, and that he was to travel to Guildford on a single line of rail. Admitted that this hypothesis is correct, then there is an end to all blame to the Company, as Crossley's act becomes simply that of a madman; for Captain Tyler himself states that both Crossley and his fireman knew that the down train was approaching, and it is proved affirmatively that that fact was present to their minds; Crossley must, therefore, have known, the line being supposed to be a single one, that he was running at full speed along a line upon which a train was travelling in a contrary direction also at full speed. It is impossible for a moment to think that any sane man could be guilty of such an act. But this hypothesis is further at variance with and disproved by another passage in Captain Tyler's report. The main point made by Captain Tyler is, that he disregarded the signals, &c., because he thought that there was no one there to check him. Now it is clear that Crossley, who was perfectly acquainted with all the working of the station, knew that it was the duty of porter Sayers, who acted as switchman, to be at the junction signals a quarter of an hour before the arrival of each passenger down train, and therefore, that a train being almost due, Sayers must be either at the signal or on his way to it; and as a matter of fact, Sayers was actually within a short distance of the signals at the very time when Crossley passed them. One would, therefore, have expected that Crossley would have been particularly careful to attend to, instead of disregarding, the well-known regulations of the Company applicable to his case.

But upon the assumption that Crossley thought he was travelling upon a single line, his conduct becomes even more inexcusable and unaccountable than before; for the special instructions, which we now produce, had been enforced whilst the line was worked single, and it will be seen, upon reference to them, that the most stringent regulations were in use to prevent any engine-driver leaving without special written authority from the station-master.

In another part of his report, Captain Tyler is obliged to admit that Crossley was to blame in starting without his lamps lighted, and in not keeping a proper

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look-out, but he nowhere ventures to suggest that Crossley was overworked on the day in question, and is obliged to admit that the prolonged abstinence, which is proved on his part on this occasion, was Crossley's own fault, and cannot in any way be attributed to his not having had time to get his meals.

But Captain Tyler has most unaccountably overlooked the principal and most important charge made against Crossley, and I must ask your Lordships to consider whether his silence on so essential a point, if accidental, is not of a character which must most seriously detract from the value of his report. The argument against the Company is, that if a signalman had been at the signals, he would have been able to turn the points of the cross-over road on to the up line. Was it not, therefore, most material to consider whether Crossley in starting sounded his whistle, the invariable rule and practice of all drivers about to leave the shed, and the only mode, be it remembered, by which the signalman could be warned that his services were required? It was proved before the coroner by James Wallis, the foreman porter of the goods' department at Reading, that he did not do so. His evidence upon this point is as follows:—"I supposed he (Crossley) was only going to the platform to "reverse his engine on the turn-table. *He gave no signal at all* that made me "suppose he was coming back. By 'signal,' I mean that he did not sound "the whistle." And here we must point out to your Lordships, that although Captain Tyler had before him the depositions of all the witnesses examined before the coroner of Reading, a most able and impartial officer, he lays before your Lordships only a fragment of the evidence given upon that occasion. We do not mean to put it to your Lordships that Captain Tyler omitted the passages we are about to refer to, because they are favourable to the Company, but we must insist that, with such very material evidence before him, it was at least unjust to the Company to withdraw it from your Lordships' consideration, especially as Captain Tyler did not think it necessary to examine the witnesses himself upon the points suggested by their former evidence. Before calling your Lordships' attention to the evidence in question, we will only premise that Crossley was a man much respected, and even beloved, by his fellow-servants, that no imputation whatever of neglect of duty can possibly be made against any of the witnesses, and that their wish clearly was, if possible, to excuse Crossley's conduct.

It was, then, stated before the coroner that Crossley, when he received the telegraphic message, did not appear at all confused or put out; that he started from the engine-shed at from 15 to 16 miles an hour; that there is great danger of an engine being thrown off the rails if it crosses the points so swiftly as 15 or 16 miles an hour; that the signals were, when Crossley passed them, standing at danger. The actual amount of traffic in and out of Reading station every day, as already stated by us, was also proved.

Christie, Crossley's regular fireman, further stated, that it is more than an engine-driver dare do to leave the station without trimming and lighting the lamps before they start the engine.

All the witnesses agree that Crossley's conduct was perfectly unaccountable.

Finally, Mr. Thew, the station-master, pointed out, that if Crossley had observed any one of at least four rules applicable to his case, and which had never been infringed before by himself or any other driver, the accident, in all human probability, would never have happened.

He also states that, in his opinion, and he was surely the most competent person to form a correct opinion on the point, the junction is not of sufficient importance to require the appointment of one man to take the duties of switchman only. He adds, "We have always worked the traffic without a regularly "appointed switchman, and if one had been appointed, and he had been at the "points when Crossley passed, he could not have prevented the accident." He gives also the following most important evidence,—"Crossley was not bound to "have gone with his engine as far as Guildford, the shorter distance would have "answered all the purpose; there was no occasion for undue haste. He would "NOT HAVE TAKEN A VERBAL ORDER to go on the down line. I must have given "him a written order to have gone upon that line. I cannot at all account for "his going on the wrong line of rails. He would not have had any payment or "emolument for going to Guildford; he had no inducement of that sort to go." We would remind your Lordships that this evidence was given upon a searching inquiry by the coroner and his jury, and that the witnesses were examined by

them and not by an advocate for the Company wishing to lead the witnesses to certain answers. We do not say that Captain Tyler was bound to give the slightest weight to such evidence; but we do most certainly submit that he was not justified in withdrawing it altogether from your Lordships' notice. It contains statements of fact most important to the elucidation of the causes of the accident, and it also gives, what is surely entitled to some weight, the opinion of those who were on the spot, and knew the whole working of the line, upon Crossley's conduct.

On a review of the whole of this part of the case, we submit to your Lordships that that conduct was in no way attributable to any want of proper management or precaution on the part of the Company; but that it is an instance of those cases of unaccountable aberration of mind which undoubtedly occur from time to time, and for which no reasoning can account. A man, invariably sober, remarkably steady, perfectly composed and collected a few minutes before the accident, intimately versed in all the regulations of the Company and the working of this particular portion of the line, who has never been known on a single occasion to transgress any one of the rules of the Company, becomes suddenly, and without any assignable cause, utterly reckless of his own life and of the lives of others, his mind becomes perfectly confused and his memory leaves him, he disregards for the first time in his life numerous well-known printed rules and regulations, and he rushes into almost certain destruction. Can such an extraordinary change be accounted for by any supposition but that for the time he was an irresponsible agent?

We now come to the second portion of Captain Tyler's report, which enters into some particulars of the internal management of the Company, and certain unfortunate differences which have arisen between the late general manager and the present superintendent of the line. And the Directors here beg emphatically to protest against the course taken by Captain Tyler on this occasion. The questions which he partially investigates have nothing to do with the facts of the case into which he was inquiring, and the only object they can have been in this case intended to serve is to injure the Directors and Officers of the Company in your Lordships' estimation and in that of the public.

It is right, as a portion only of the subject has been laid before your Lordships, that we should shortly state the real facts of the case.

Within the last two years great changes have taken place in the directorship and management of the South Eastern Railway. Their secretary resigned about twelve months since, and their engineer about the same time; the general management of the railway was taken in April, 1854, from the hands of the then managing director (who shortly afterwards resigned his seat at the Board), and entrusted to a general manager, and a new superintendent of traffic was appointed. In the direction of the Company equally numerous alterations were made. These changes took place mainly in consequence of a general impression that great mismanagement and excessive expenditure had existed, and the object to be attained by the newly constituted Board was to obtain the most efficient point of working with the greatest amount of safe and prudent economy. This accounts for the resolution directing the inquiry, which Captain Tyler makes the foundation of his charge of false economy on the part of the Directors. The same views were followed out in the appointment of the new general manager and superintendent of the line. These two officers seem to have worked harmoniously together in the first instance, and there is no doubt that under their joint conduct very important and beneficial modifications were made in the working of the line. On the 8th of March, in the present year, the then general manager, Captain Barlow, presented his half-yearly report, in which occur the following passages:

"In the superintendent's department the staff has been kept in an efficient "state, and the men generally are intelligent and well-behaved. The train "service has been modified from time to time, with a view to the reducing of "expenditure without curtailing the public convenience;" and again, "I have "pleasure in bearing testimony to the general ability and zeal of the officers in "the Company's service. I believe, as a body, they perform their duties with "fidelity, and deserve the confidence of the Directors. From the heads of the "departments I have, without exception, received every consideration, and I "desire especially to record my sense of their support and assistance." Upon this

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occasion the heads of all the departments likewise presented their reports, with the exception of the superintendent of the line, showing that his department was under the more particular charge of the general manager.

Unfortunately, shortly after this report, Captain Barlow's opinion with respect to Mr. Brown, the superintendent, underwent, from what cause is unknown, a complete change. As the differences which arose in consequence between them led ultimately to the dismissal of Captain Barlow from the Company's service, and as that gentleman, since his dismissal, has evidenced the utmost hostility to the Board, your Lordships must not be surprised if we confine ourselves to the bare detail, without comment, of the facts which we are now about to lay before you.

The first step taken by Captain Barlow against Mr. Brown was the presenting of a report by him to the Board, on the 17th May 1855, containing charges of the most serious nature against Mr. Brown and another principal officer of the Company, with reference to which it is sufficient to state that after a most careful and protracted investigation by a Committee of Directors, the charges were ascertained to be unfounded, and one of the servants of the Company was dismissed from his appointment.

There can be no doubt that the result of the charge and inquiry created considerable irritation in Captain Barlow's mind against Mr. Brown, and it was under the influence of such a feeling that the report of Captain Barlow upon the Reading accident, appended to Captain Tyler's report to your Lordships, was laid before the Board, with a view, no doubt, of procuring, if possible, the dismissal of the superintendent. Doubtless, as Captain Tyler states, it was a most extraordinary document for a general manager to present to his own Directors, and it was felt to be so by the Board. Your Lordships will probably, after reading your officer's report, be somewhat surprised to learn that Captain Barlow's report formed the subject of a most prolonged and careful investigation on the part of the whole Board of Directors, resulting eventually in Captain Barlow's dismissal by them from the service of the Company. We are sorry to be obliged here to repeat our former observations as to the one-sidedness of Captain Tyler's report. Every possible facility was given by the Board to Captain Tyler's investigating the whole circumstances of the case, the Directors, through one of their number, expressed themselves willing to be examined by Captain Tyler, and all documents which were called for by that gentleman were immediately produced, and copies of them furnished, where desired, to him, whilst Captain Tyler has thought fit to select only Captain Barlow's report, without the explanations which were given of it or the result of the inquiries instituted by the Directors. The inference to be drawn from Captain Tyler's report is, that no proceedings were taken by the Directors upon Captain Barlow's report, and that they have tacitly admitted the accuracy of the statements made in it.

The Directors met repeatedly and continuously to investigate the charges made by Captain Barlow against Mr. Brown of mismanagement at the Reading station. At an Adjourned Meeting on the 22d September, the Board Minutes state that the Committee of the whole Board having put it to the general manager that the statement made in his report, that "the immediate and "primary cause of the accident was the recklessness and inattention of the "unfortunate driver, Crossley, whose life has paid the penalty of a rashness for "which it is impossible to account," and that "his (Crossley's) whole conduct "bears the impress of a man in a state irresponsible for his actions," sufficiently accounts for the cause of the accident, and bears out the evidence taken at the coroner's inquest; and that, therefore, the subsequent portion of his report bearing upon the alleged mismanagement at the Reading station has no necessary relation to the unfortunate collision; the general manager, having admitted that the absence of a switchman at the points certainly was not the cause of the accident, which was wholly attributable to the recklessness of the driver, Crossley, said that he would have no objection to divide his report into two parts, the first relating to the accident, the second to the alleged mismanagement at the Reading station.

It was under these circumstances, and after the very important admission made by Captain Barlow, that his report was divided into two parts, as stated by Captain Tyler. After hearing Captain Barlow and Mr. Brown as to the

alleged mismanagement at Reading, the Board adjourned; but (as the Minute says), "before rising, they intimated to Captain Barlow that, as the general "manager, they looked to him, as heretofore, for carrying out the safe and "efficient working of the railway; that they regarded *him* as responsible for "the sufficiency and efficiency of the working staff; that if his specific instruc- "tions when given were not carried out, the Directors expected that he would "immediately report the circumstances to the Board; that, as respected the "appointment or non-appointment of one or more additional switchmen at "Reading, the Directors left it with *him* to do what in his judgment was neces- "sary for the safe working of the railway at that place."

Captain Barlow, during this investigation, brought forward six specific charges against the superintendent; and these were all carefully and dispassionately examined by the Board.

We do not think that the particulars of these six charges should be entered into on the present occasion, as they have no reference to the accident at Reading; the Committee of the whole Board, however, reported upon them and upon the alleged mismanagement at Reading; and we cannot do better in justification of the Directors than read this report to your Lordships.

The following is the extract from the Board Minutes:—

"At an Adjourned Meeting of the Committee of the whole Board held on "Wednesday, the 3rd October 1855, on the general manager's reports, dated "19th September 1855."

"Present:—The Honourable Mr. James Byng, in the chair; Mr. Beattie; "Mr. Cross; Mr. Mellor; Mr. Rich; Mr. Child; Mr. Gilpin; "Mr. Teulon; Mr. Thompson.

"The Minutes of the Committee of the whole Board, held on the 27th September ultimo, were read and confirmed.

"Report of the Committee.

"The Committee having now occupied three days, the 20th, 22nd, and 27th "September, in taking evidence on the subject of the general manager's "reports to the Board dated the 19th September, reports the result of its "inquiries, as follows:—

"1. With respect to the accident which took place near Reading on the "12th September, it appears, from the evidence taken before the coroner's "inquest, from the opinion stated by the superintendent, and from the state- "ment of the general manager, that 'the immediate and primary cause of the "'accident was the carelessness and inattention of the unfortunate engine-driver "'Crossley,' and also, 'that his whole conduct bears the impress of a man "'irresponsible for his actions;' that the accident at Reading was solely caused "by the gross violation by Crossley of the Company's regulations.

"2. The general manager having also reported at the same time (19th Sep- "tember) on the alleged mismanagement at the Reading station, the Committee "find as follows:—

"That notwithstanding that the general manager in such report disclaims all "responsibility for the arrangements at the Reading station divulged by the "occurrence of this accident, this Committee is of opinion that the principal "function of the general manager being the superintendence of the entire arrange- "ments of the railway, in order to its safe and efficient working, it was his duty, "not only to see that specific regulations for the working of the Reading Junction "were duly issued, but that due means were provided for carrying them out; "that sufficient junction signals and points, with signalmen and pointsmen, "were provided where necessary, and that a proper staff was appointed and "maintained for the proper working of the Reading station; that it belonged "to his office, either to see that the specific instructions given by him with "this object were carried into effect, or to satisfy himself by the reports of the "officers under him that the necessary arrangements were made; and so long "as the Directors entrust such authority to their general manager, and receive "no report from him that his instructions are not duly carried out, the Com- "mittee are of opinion that the responsibility for any such alleged mismanage- "ment as that in question does not rest with the Board, but with the general "manager.

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"3. That, as respects the written instructions given by the general manager "to the superintendent, dated the 30th August last, it appears that they were "duly embodied in the Special Order, No. 52, issued by the superintendent "on the same day. It further appears that the general manager did not "specifically require the superintendent to appoint a switchman to attend "solely to the points at the Reading Extension; that his instructions, to the "effect that the regulations as to the working of the single line were to be "given to each man appointed to do switchman's duty, were ambiguous in "expression, and countenanced the impression entertained by the superintendent "that the points were to be attended to as before the opening of such extension, "in conformity with the arrangements subsisting when the general manager "himself acted as superintendent of the railway.

"4. That as respects the statement that the staff has been reduced below "the limits of prudence, it has been proved to the Committee that one porter, "being found unnecessary, was removed from the Reading station by Mr. Fin-"nigan (then deputy superintendent) in November last, of which neither the "superintendent nor the general manager seem to have been informed, and "that his place has not since been filled up; that the station-master at Reading "has not, however, made any representation of the insufficiency of his staff, nor "has it been shown to the Committee that the staff at the Reading station is "now insufficient, but, inasmuch as it is the general manager's duty to see that "a sufficient staff is maintained at all points, and as all the information in the "Company's offices as to the staff, the traffic, the labour, and the requirements "of the Reading station is at his command, it was for him to report to the "Board if at any time the staff was found reduced, as alleged, below the limits "of prudence.

"5. That in respect of the other charges brought against the superin-"tendent by the general manager on the 27th instant (but which were beside "the immediate objects of this inquiry), it appears to the Committee that the "general manager has made several communications to the superintendent "which have neither been replied to nor attended to; the superintendent "alleging that in the multiplicity of correspondence passing through his office, "averaging 1,000 letters and memoranda per week, they had escaped his atten-"tion, which the Committee cannot accept as a sufficient excuse; but it also "appears that, although several of these communications had been made months "ago, one of them 10 months ago, the general manager, though in daily com-"munication with the superintendent, had not reminded him of the delay in "replying to his more important communications; these circumstances, as well "as those referred to under the preceding heads, proving what has already been "too painfully apparent, that there is, at present, an absence of that free com-"munication and cordial co-operation between the general manager and the "superintendent of the line, which are essential to the satisfactory working and "management of the undertaking."

The preceding report of the Committee was adopted without a division; Mr. Rich intimating that not having been present while the evidence was being taken, he did not intend to have voted in the event of a division taking place.

This report was adopted at a subsequent meeting of the Board on the 4th of October, and in consequence of what had transpired during the investigation, the Board resolved on that day that the state of affairs thus developed "is such "that it is not consistent with the interests of the Company that the general "manager and superintendent should be continued in the Company's service." On the 11th of October this resolution was reconsidered, and it was finally resolved that "this Board, having duly deliberated upon the present position of "affairs, is of opinion that it will be most conducive to the interests of the Com-"pany that Captain Barlow should be requested to withdraw from the "management of the railway;" and the Deputy Chairman of the Company was instructed to convey the wishes of the Board to Captain Barlow. Captain Barlow having positively refused to resign, he was on the 15th of October dismissed by a resolution of the Board from the Company's service.

Every possible courtesy and liberality was shown by the Directors to Captain Barlow in carrying out this resolution, but that gentleman by no means evinced a similar spirit. He denied the power of the Directors to dismiss him, and subsequently circumstances occurred, which we do not feel it proper to refer to

more distinctly, but which reveal a bitter feeling of hostility on Captain Barlows' part against the Directors of the Company.

We regret to have been obliged to trouble your Lordships with these details, which we feel have only an indirect bearing on the question of the Reading accident. They have been forced upon us by the mode in which Captain Barlow's report (which Captain Tyler would seem to have adopted as containing succinctly his own views) has been used against the Directors by Captain Tyler. We trust we have stated enough to satisfy your Lordships, not only that no weight is to be attached to any reflections cast by Captain Barlow upon the Company or any of its officers, but that the Directors of the Company have exercised every possible precaution, in the appointment of responsible officers, to secure the safe and efficient working of the line.

The Directors assert most positively that their officers have never been fettered in any way by them; that no suggestion made by Captain Barlow or any other officer, upon points connected with the public safety or convenience, has ever been disregarded by the Board; that so far from any diminution having taken place in the staff of porters on the line, their superintendent stated to Captain Tyler over and over again that he was prepared to prove that it has been actually increased during the last twelve months, and that although undoubtedly the Directors have sought to diminish the enormous expenditure which took place in former times in the conduct of the traffic of the railway, they have not fallen into what Captain Tyler designates as a system of false economy, and that there is no ground to apprehend that at any point of the line any danger to the public safety is permitted or in any way exists.

With reference to the concluding remarks of Captain Tyler, we will only add that the appointment of a permanent switchman has been made more with a view of showing due respect to the finding of the coroner's jury, and to prevent any possibility of animadversion, than from a conviction of such an appointment being necessary for the public safety, and that of the two additional porters appointed to Reading station, one has been rendered necessary by the removal of Sayers to the post of signalman at the junction; the other man is taken on for the present, but the Directors do not admit the necessity for his appointment; and Mr. Thew, the station-master, intimated to Captain Tyler in the course of his inquiry that it was not improbable that he might see fit to recommend his withdrawal from the staff, as being unnecessary for the efficient working of the station.

We will add only one word upon Captain Tyler's report upon the Gravesend accident. The observations we have made above will, in many respects, apply to this report also; the facts of the case, and the danger of the junction, are certainly much exaggerated; the admission made by Mr. Brown of the danger of the crossing, which was intended by him to apply to the existence of the goods-station in its present position, is cited by Captain Tyler as having reference to the details of the arrangements under which it was worked; and the steps which were *bonâ fide* taken by Mr. Brown to obviate the danger are designated by Captain Tyler as "a farce, a mere blind." The fact that the accident could not have happened but for the grossest negligence on the part of the guard in charge of the goods' train, is carefully kept out of view, and the important fact, fully accounting for such negligence, that contrary to the express rules of the Company, two drovers were riding with the guard in his van, is never even alluded to. The Company are even covertly censured as for unjustly dismissing this guard, whose misconduct had solely caused the accident. We cannot help saying that the animus which Captain Tyler brought to these inquiries is more painfully manifest, if possible, in this report, than in that upon the Reading accident. We wish to add, for your Lordships' satisfaction, that the circumstances of the junction at Folkestone are not in any respect similar to the Gravesend junction, nor is there any analogy between the modes of working the two points, and that there is no danger whatever at Folkestone junction; this was explained by Captain Barlow himself in Captain Tyler's presence, but that officer does not think fit to give the explanation.

We have now, at almost too great length, gone over the most prominent points in Captain Tyler's reports. We conclude by appealing to your Lordships to consider whether those reports contain a fair and impartial review of the real facts of the cases, and whether they are such as your Lordships will think it right and just to lay before Parliament and the public. We must

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repeat, that it appears to us that Captain Tyler has by some means or other been led to prejudge the case; that the whole tone and tenor of his reports show a foregone conclusion in his mind, that the collisions were the result, not of accident, but of mismanagement and false economy on the part of the Directors, and that whilst a false colour is given to some facts, others equally important to enable your Lordships and the public to form a correct judgment on the case, are altogether withdrawn from your notice.

Finally, we beg your Lordships' most serious consideration to the question, whether an officer appointed by your Lordships to institute a dispassionate and impartial inquiry into a subject deeply affecting, not only the pecuniary interests of a Company and the character of its Directors and chief officers, but the safety of the public at large, is justified in receiving a private communication and information, it may be from parties anxious, at any cost, to inflict injury upon the Company; and in declining, as Captain Tyler did, both in writing and verbally to the Directors, to inform the parties most interested, either of the source from which such reports reached him, or the nature of the information and suggestions which they conveyed.

I have, &c.

S. SMILES, *Secretary.*

SOUTH EASTERN RAILWAY.

SPECIAL ORDER.—No. 41.

REGULATIONS FOR THE WORKING OF THE TRAFFIC BETWEEN WOKINGHAM AND READING.

Commencing on Monday next, the 19th March, and until further notice, the UP Line of Rails from Reading to Wokingham, will be closed for Traffic.

All Up and Down Trains between Reading and Wokingham, will, therefore, be worked on the Down Line, the Up Traffic changing from the DOWN to the UP Line at Wokingham.

The Station Signal at Wokingham will be kept at "DANGER," and *all* Down Trains will be required to stop at that Station until the Station-Master has obtained the "ALL CLEAR" Signal from Reading for them to proceed.

No Engine or Train will be allowed to leave either Reading or Wokingham without the written authority of the Station-Masters at those Stations, such written authority being given to the Engine-Driver.

Particular care must be given to the proper telegraphing of the Trains between Reading and Wokingham, viz.:—

Previous to the departure of a Train from either Station, a telegraphic message must be passed between Reading and Wokingham, to ascertain if the Line is clear, and if the previous Train has duly arrived, such question must be answered with "ALL CLEAR." The Station-Master will then signal the departure of the Train in the usual course.

No shunting of Trucks will be allowed at Wokingham after the departure of a Train has been telegraphed from Reading.

The Trains must be telegraphed strictly in respect to their number in the Service Time Book. No Specials will be allowed between Reading and Wokingham, except under extraordinary circumstances. Passenger Trains will, of course, take precedence of Goods Trains.

Superintendent's Office,
London Terminus, 15th March 1855.

G. W. BROWN, *Superintendent.*

SOUTH EASTERN RAILWAY.

_____ BRANCH.

This is to authorize the Engine-Driver of the _____ Train from _____ Station to _____ proceed to _____

_____ 185____.

(*Signed,*)

Station-Master.

SOUTH EASTERN RAILWAY.

_____ BRANCH.

This is to authorize the Engine Driver of the _____ Train from _____ Station to _____ proceed to _____

Date _____ 185____.

(*Signed,*)

Station-Master.

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Railway Department, Board of Trade,
Whitehall, December 14, 1855.

Sir,

With reference to the interview of the Board of Directors of the South Eastern Railway Company with the Lords of the Committee of Privy Council for Trade, on the 28th ultimo, I am directed by their Lordships to acquaint you, for the information of the Directors, that their Lordships referred the written statement left with them on that occasion by the Board of Directors to their inspecting officer, Captain Tyler, R.E., for his remarks, and I am now to transmit to you, to be laid before the Directors of the South Eastern Railway Company, the reply which their Lordships have received from Captain Tyler.

Upon a careful consideration of the allegations contained in the written statement before referred to, and of what was stated by the Directors at the interview, and of the reply of Captain Tyler now transmitted to you, it does not appear to my Lords that, with the exception of the error which Captain Tyler admits that he had fallen into with respect to the overworking of two of the porters of the Railway Company on the occasion referred to by him, the accuracy of the reports which were the subject of the interview is in any material degree shaken, and it does not appear to my Lords that there is any just ground for charging that officer with having conducted his inquiry or made his report in an unfair or partial spirit.

With reference to the allegation contained in the written statement before referred to, to the effect that if any just ground exists for complaint with regard to the arrangements for working the traffic at the Reading station, the blame must rest with their Lordships' inspector, who certified that the arrangements of the line were sufficiently safe, I am to transmit to you a copy of a report which their Lordships have received from Lieutenant-Colonel Wynne, R.E., the inspector in question, upon this point; and I am to state to you that the explanation of Lieutenant-Colonel Wynne appears to their Lordships perfectly satisfactory.

With regard to the complaint of the Directors on the subject of the information privately received by Captain Tyler, and not communicated to the Directors, I am to state to you that it does not appear to my Lords objectionable that an officer appointed by them to inquire into the causes of an accident should receive information or suggestions from any quarter that may appear calculated to aid him in prosecuting the legitimate objects of his inquiry; nor does it appear to my Lords necessary that he should communicate to the Railway Company this information, or these suggestions, or the sources from which they came, unless he proposes to use the communication in some other way than merely as furnishing him with hints for his own guidance in conducting the inquiry.

I am, &c.
Douglas Galton,
Captain, Royal Engineers.

S. Smiles, Esq., Secretary,
South Eastern Railway Company.

Railway Department, Board of Trade,
Whitehall, December 1, 1855.

Sir,

I have the honour to return to you herewith, the letter of the Secretary of the South Eastern Railway Company, which was laid before their Lordships by the Directors on the 28th ultimo, and which has reference to my reports on the recent accidents near Reading and Gravesend.

I have most carefully considered this document, but, with every desire to amend and correct my reports, I am unable to find more than one instance in which to make an alteration, or in which I can admit the justice of the remarks of the Directors.

That instance occurs at p. 173, line 9 from bottom, *et seq.*, of my report upon the accident at Reading. I have there inadvertently erred in mixing up the hard work occasioned to the porters, on account of the want of extra assistance on the morning of the excursion trains, with the extra duties that devolved upon them that night in consequence of the accident itself. I ought, in quoting the evidence

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of the two porters, to have omitted that part of it which related to the extra night-work to which they were thus subjected.

I most willingly correct this error by a note at the bottom of the page, leaving the passage standing, because, as the Directors have made a great point of the discredit which this circumstance throws upon the remainder of my report, that course will probably be most fair towards their view of the case.

This alteration does not in the smallest degree affect the deductions to which my report has led; and I may add, that there still remain the facts, that though the porters were ordinarily overworked, yet the staff was reduced on a day when the duties were considerably increased; that one of the porters (the lamp man) *could not find time to get anything to eat until he had done* $8\frac{3}{4}$ *hours' work on that day*, and that the other (the acting switchman) *could not get away until he had done* $5\frac{3}{4}$ *hours' work.*

It will be seen that the Directors vindicate themselves in the most energetic manner in cases of minor importance (as affecting their own responsibilities), but that they are comparatively silent upon *the* point where I considered them more personally to blame, namely, for having allowed the Gravesend old goods station to continue to be used, and the junction (at which the second accident occurred) to remain unprotected for several weeks after their superintendent, goods manager, and engineer had laid before them a representation in print of *the danger to which the public were exposed*, and for several days after their superintendent had told them verbally, when they examined him on the subject of the accident at Reading, that the Gravesend old junction was the less efficiently protected of the two.

In regard to the private reports that reached me, and by which the Directors would wish it to be believed that I have been influenced, I need only observe that, though I did not feel at liberty to lay before the Directors, as I should myself have wished to do, either the name of my informant, or the exact nature of his statements, yet I thought it right to acquaint them with the fact of my having received communications of this nature, in order to put them fully on their guard as to the possible importance to themselves of my inquiry.

Considering the pecuniary liabilities to which, as the Directors state, they will probably be exposed if they are held responsible for the Reading accident, they have very good reasons for attempting to discredit my report, and for endeavouring to prove that Crossley was suffering from temporary aberration of intellect, rather than that the accident was owing to any mismanagement on the part of the Company; and, under these circumstances, I will not complain of their uncalled for accusations against myself, constantly enough repeated, of bias and partiality, of withholding statements which would tell in their favour, and of reflecting unjustly upon them; but as they now assume the position, which I certainly did not anticipate, that "it is unnecessary, as far as the public "safety is concerned, that a signalman should be permanently appointed" at the Reading Junction, it becomes my duty to say a few words more on this subject than I considered it necessary to do in my report upon the accident.

This junction is formed by the meeting on the main line, of a single line from the passenger station, and the lines from the establishments of the old station, consisting of the goods shed, the engine shed, the sidings, and a turntable; and a permanant signalman is required there, for the following reasons:—

1st. To prevent more than one engine in steam from being at one time on the single line, in accordance with the agreement made by the Company with their Lordships' Inspecting Officer, who inspected the single line; and because, without a permanent signalman, the regulations issued by the superintendent could not be properly carried out, and the drivers were therefore constantly liable to the instant dismissal from the Company's service with which he threatened them in the event of their disobeying those regulations. (*Vide* p. 189.)

2d. To prevent drivers from shunting past the junction when it would be dangerous for them to do so. It is to be observed that the signalman never attended to the goods trains.

3d. To prevent drivers from leaving any of the parts of the old station and the line from the new station at the same time, with or without ordinary or special trains.

4th. To work the points for engines or trains shunting or passing out from the goods and engine sheds.

5th. To be responsible that drivers do not so pass out without the points being turned in the proper direction.

6th. To be responsible that the signals are attended to by the drivers.

7th. To be responsible that the switches are kept in proper order.

In order to prove that there is no necessity for a regular signalman, the Directors state that the traffic is comparatively inconsiderable, consisting daily of only five passenger trains in each direction, and two goods trains; leaving out of consideration the shunting that goes on past the junction, and all extra engines and trains, such as the excursion trains on the day of the accident, and the engine that caused the collision. But, in point of fact, it is not the actual *amount of traffic* that decides the question as to whether the presence of a permanent signalman is required at such a junction; it is rather the liability to collision, with even a small number of *regular* trains, that requires to be provided against at a junction past which shunting operations are necessarily carried on and engines must pass backwards and forwards, and that renders continual vigilance indispensable to the safety of the public as well as to that of the servants of the Company.

It is hardly necessary, however, to enter at such length upon the subject, because there is one reason for the presence of a permanent signalman, which ought to be of itself sufficient to convince the Directors of the erroneous nature of the opinion that they now express, namely, the fact that for the want of a signalman, the drivers had, in shunting, acquired the habit of disregarding the signals, and thus of disobeying the printed regulations of the Company, for which, when an accident happens, they are liable to be blamed, and which, indeed, is one of the principal charges now brought against the deceased driver.

The statement of the Directors, "that it has been and still is the opinion of "the officers of the Company that there exists no necessity, as far as the "public safety is concerned, for a permanent signalman," I have fully answered below. (*Vide* paragraph 1.)

I beg to enclose herewith, side by side with the passages to which they refer, replies to those observations of the Directors which appear principally to call for remarks from me. I have endeavoured to avoid repetitions as much as possible, but they are called for to a certain extent by the observations to which it is necessary to reply.

As the Directors cite the example of the Police force, in order to justify themselves for extending the duties of their servants over a period of 15 hours *per diem* continuously, on Sundays as well as on week-days, I beg to enclose also, at the conclusion of my observations, a statement from the Office of the Metropolitan Police, to which I trust they will give their consideration.

It will be seen by that document, that the average number of hours in the day's work of a policeman is $8\frac{1}{2}$ or 9, according to the season of the year; and it must be remembered that the ordinary duties of these men are of a much lighter nature than those of a porter at so economically worked a railway station as the one at Reading.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler,
Captain, Royal Engineers.

Extracts from the Letter of the Directors.

1. Considering, also, the very limited traffic on the line, and the arrangements in force for working it, and that the two goods-trains were never allowed to start without the express sanction of the station-master, it has been and still is the opinion of the officers of the Company, that there exists no necessity, so far as the public safety is concerned, for a permanent signalman at the point in question; and if convenience be considered, we would remark, that the man

Captain Tyler's Observations.

1. Their own station-master,—patient as he was under difficulties,—applied for a permanent signalman before the opening of the line. The general manager promised him one. The superintendent appointed one himself, *at 1 o'clock the day after the accident;* and there has been one there ever since. For want of such a man, the drivers had previously been permitted daily to disobey the

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who has been permanently appointed to the post is not engaged more than two or three hours in the course of the day. We submit, therefore, confidently to your Lordships, that the assertion of Captain Tyler, upon which the principal part of his charges against the Company is founded, that there can be no doubt that a signalman "ought to have been "stationed at the spot" is not borne out.

Company's printed regulations, by running past the signals while they were "at danger;" and without such a man, the rule of allowing only one engine in steam to enter on the single line to the new station at one time, could not be properly carried out. The superintendent also, in his instructions for the working of this new line and the junction, which were lithographed and distributed to the Company's servants, says, (*vide* p. 189): "Drivers and guards must pay *particular atten-* " *tion* to the signals exhibited by the switchman " at the points leading to the single line;" and further on, that every servant of the Company concerned must "make himself thoroughly ac- " quainted with the above regulations, which, if " not properly carried out, will be attended by " *instant dismissal* of the servant in fault."

Now, as these regulations *could not* be "pro- " perly carried out" for want of a permanent signalman is it to be supposed for a moment that the superintendent who issued them really believed that such a man was not required at the junction?

It is difficult to estimate the length of time that a signalman, is *actually engaged* in the course of the day, but his work *extends over* a great number of hours, during the whole of which constant attention and vigilance are, or ought to be, required of him. The Company, no doubt, got more work out of their switchman, by employing him on other duties when he ought to have been attending to his signals; but it is extraordinary that the Directors should justify such a course being pursued, particularly after it has led to so frightful an accident.

The switchman himself stated, before the coroner, that it would be *sufficient employment for a switchman* to attend to the switches and points.

2. But further, if a permanent signalman had been appointed to this place at the time of the accident, he could not have prevented its occurring. Captain Tyler does, indeed, state incidentally that the cross-over road, the points of which should have been worked, is distant from the man's post at the signal 60 yards; but he entirely overlooks the very material consideration, that in order that the signalman should work the points he would have to leave his post and proceed that distance up the line. Without at present discussing whether Crossley, the driver of the engine which caused the accident, was or was not justified in leaving the station, it is clear that, in point of fact, he did so leave at a rate not much less than 15 or 16 miles an hour, and that he started without giving any signal whatever which could put the signalman on the alert. Clearly, therefore, it was physically impossible for a signalman, under the circumstances which actually occurred, to have reached the points from his post in time to have turned Crossley's engine on to the up line; and further, if he had actually been at the points, he dared not have worked them, as in all human probability the effect of his doing so would have been to throw the engine off the line altogether. We shall presently make a few observations upon the question whether Crossley can in any way be justified or excused for acting as he did; it will at present be more convenient to consider a very important subject directly connected, in Captain Tyler's view of the case, with the absence of a signalman at this junction.

2. I have never contemplated the necessity for a permanent signalman running from his signals to catch or keep up with an engine travelling at the rate of 15 or 16 miles an hour, and thus to work the points for it to cross to its proper line; because, I submit, that, if there had been a permanent signalman at the junction, Crossley would not in shunting have acquired the habit of passing the signals "at danger;" that he would not, unless he had acquired that habit, have passed them on this occasion without communicating with the signalman, and waiting for the signals to be lowered, and the points to be worked; and that it would then have remained with the signalman to do his duty in turning him on to his proper line.

The remarks here made by the Directors lead to an important suggestion for the improvement of the junction, which I now beg to offer for their consideration; namely, that they should remove these points, which are 60 yards from the signals, to a position at which they can be more conveniently worked by the signalman.

3. Captain Tyler, instead of attributing the absence of a permanent signalman to its true cause, viz., the belief on the part of the proper officers of the Company that there was no necessity for such an appointment, states distinctly that it was owing to a false system of economy on the part of the Directors, and to the want of a proper staff at Reading.

3. *Vide* paragraph 1, where it is shown that such does not appear by any means to have been the belief of the proper officers of the Company.

4. Your Lordships will scarcely believe that these general answers, given by the Company's porters in answer to Captain Tyler's pressing questions, literally contain every particle of evidence upon which Captain Tyler's serious charges against the management of this company, of unjustifiable overworking of their servants and a reduction of staff below the limits of safety to the public, are founded. There is not one word in his report of comparison between the actual work to be done and the staff to perform it; nor is there the slightest suggestion that the amount of work performed by the porters has, on any single occasion, led either to illness on the part of the men, or danger to the public.

4. The answers alluded to, instead of being general, are specific and to the point. They prove that these porters had latterly been *worked* for 13 hours, and were on duty for a period extending over 15 hours *per diem;* that these periods extended over Sundays as well as week-days; and that the indulgence formerly accorded to them of being off duty every third Sunday, and of getting away at 6 p.m. every third week, had been discontinued. This was at a time when the washing of the carriages had been altogether given up; and I can only feel sorry to find that these facts are not sufficient to prove to the Directors that men so worked were overworked; though I may add, that as two more porters have been since taken on at the station, one in the place of the man appointed to remain at the junction, and the other altogether additional, it would seem that they must have learnt some further facts, which *did* convince them of the necessity that existed for an increase to the staff.

5. But, in truth, the question of sufficiency or insufficiency of the staff at Reading station is wholly beside the present case; for Captain Tyler's complaint is, that no permanent switchman was appointed at the junction, while it is manifest that a man so appointed would have nothing whatever to do with the general staff at Reading, and his duties would not be increased or diminished by the insufficiency or sufficiency of such staff. The Directors, therefore, submit that Captain Tyler has travelled out of the legitimate objects of his investigation, and that he has taken for granted, against the Company, the real point in the case, whether a permanent switchman was necessary or not for the public safety.

5. My complaint is, that instead of having nothing to do with the staff of the Reading station, and being kept permanently at the junction, the switchman was simply a porter taken from that staff, and was obliged to travel twice 600 yards ten times a day, for the purpose of attending to his duties at the junction connected with the passenger trains; also, that the duties connected with the goods trains, the shunting, and the security at other times of the junction, were unattended to by him, because he was expected to act as a passenger porter as well as a switchman.

6. We will only further add, that Captain Tyler, in commenting upon the supposed neglect of the superintendent in not replying to the station-master's application for accommodation on the day of the accident, altogether forgets to acquaint your Lordships that the station-master at Reading had a staff of goods porters under his command, whom he could employ at will in the passenger department, and that, therefore, the actual employment of one of those men on the day of the accident by him was not, as Captain Tyler states, done upon his own responsibility, but in the exercise of his ordinary power as station-master.

6. The evidence of the station-master himself in regard to the man whom he took on, was (*vide* p. 186, line 50), "I took him on, on my own "responsibility, without any permission." I learn now, for the first time, that it was a goods porter whom the station-master thus took on. But it rather makes the case worse against the Company, because it appears that the station-master having been unable to obtain permission, which he had solicited, to take on additional hands on this busy day, was compelled to take one of his goods porters instead, for duty at the passenger station. Judging from the supply of passenger porters, it is not to be supposed that more goods porters were employed than necessary; and instead of having in this case detracted from the merits of the Company, I gave them credit for taking on an extra man, which it appears from their own statement they did not do.

7. Captain Tyler enters minutely into various charges which have been brought against the unfortunate man Crossley for his conduct on the occasion

7. I have stated in my report (p. 173, line 20), that nothing can excuse Crossley for having neglected to light his lamps before starting, and for

in question, and acquits him of having committed any very serious fault, finding excuses for, where he cannot justify, his conduct.

devoting his attention too closely to his engine instead of keeping a good look-out on the road. I have also, at p. 176, accused him of want of thought under the circumstances in which he was placed.

8. It would have been more satisfactory if Captain Tyler had detailed in this instance, as in some others, for your Lordships' satisfaction, the direct and positive evidence of the station-master, of the locomotive foreman for the Reading branch, of Crossley's own fireman, and of the driver of the passenger-train which was run into by Crossley, —that the conduct of the latter was absolutely without precedent, and in itself absolutely unjustifiable and unaccountable. But we are sorry to be obliged to say, that throughout this report scarcely any fact which can tell in favour of the Company finds a place in it, whilst facts and points which can by any possibility be construed into a charge against the Company are put forward prominently and carefully commented upon.

8. The locomotive superintendent of the Company himself says (*vide* p. 182, line 9 from the bottom):—"*I should have thought the order sent* "*by the station-master to Crossley was sufficient to* "*authorize his leaving the station.*"

The other witnesses alluded to gave contrary opinions, but not to me in anything like such strong terms, as will be seen on reference to their evidence, excepting the station-master.

9. The second charge against Crossley alluded to by Captain Tyler is, that he passed the danger-signal at the platform without notice; this is justified by Captain Tyler on the ground that there was no switchman to see that he obeyed it. We must here complain of a similar disregard of all the evidence in this instance as in the last, for it is clearly shown that in this respect also Crossley's conduct was without precedent, and that no engine-driver has ever yet been known to leave the station without express authority to pass the danger-signal.

9. The driver of the passenger engine says (*vide* p. 183, line 3 from bottom):—"It has never "happened to me to go off to Wokingham without "having the signalman to lower the signal; but if "I had had a second order from the station-master "to go to Wokingham, I should probably have got "the fireman to turn the points, *and not have* "*minded the signal, because it is generally up* "*against us in shunting.*"

10. We may notice another misrepresentation here on the part of Captain Tyler, who says, that "the lamp of the "semaphore, which he (Crossley) is "accused of not obeying, was not "lighted at all on that occasion." Crossley is accused of disobeying, not the lamp signal, but the arm of the telegraph, which stood at danger, and which it is clearly proved was perfectly visible; and we further remark, that Captain Tyler does not refer to the real reason of the gas being omitted to be lighted till after the accident, viz., that the gas fittings had been interfered with by the Gas Company's servants, who were repairing the service pipe.

10. A signal intended to have been obeyed ought to have been lighted at that hour at that time of year. The gas fittings being out of order, oil lamps should have been inserted, as was afterwards done in regard to the semaphore applying to the approach to the new station. That I have not misrepresented this case any more than the others in regard to which I am similarly accused, is evident from the statements of Joshua Nobbs (*vide* p. 184, line 26):—"I lighted the lamps of the "signals opposite the ticket platform at a quarter "or 20 minutes past 7. It is not my duty to do "so, but the switchman asked me what was to be "done, because the gas people were at work, and "the lamps would not light. I, therefore, put in "oil lamps, *but not to the signals on the ticket* "*platform, because they are never alight after the* "*goods train has gone, or about quarter-past* 7. "We have no goods train in or out until a quarter "to 8 in the morning, after 7 o'clock the evening "before. I saw Crossley going out before I "lighted the signal-lamps."

11. The third charge, that Crossley started upon his wrong line of rail, is similarly attributed by Captain Tyler to the absence of the switchman. We have already endeavoured to explain to your Lordships, that it was physically impossible for the signalman, if he had been permanently appointed and had been at his post, to have reached, in time to prevent mischief, the points which Crossley neglected to pass over on to the up line. What, therefore, Captain Tyler has to prove against the Company is, that the absence of a signalman prevented, on the part of Crossley, the exercise of that ordinary caution which

11. All that I have to prove in this case is, that if there had been a permanent signalman at the junction he would not probably have neglected to work the points for Crossley and turn him to his proper line. Whether Crossley approached these points at the rate of fifteen or sixteen miles an hour on this occasion, as the Directors appear to believe, or not, does not affect my position. I submit that if there had been a permanent signalman at the junction, Crossley would not, in shunting, have acquired the habit of passing these signals "at

danger;" that if he had not acquired that habit, he would not have passed them on this particular occasion without communicating with the signalman, without waiting for the signals to be lowered, or without giving the signalman, therefore, the opportunity of turning him to his proper line.

one would expect a person to use who is endangering not only the lives of others, but his own. We beg to assert, without fear of contradiction, that there is not a single passage in the whole of the evidence which can justify such a conclusion; on the contrary, it is proved most distinctly that with the same mode of working this signal as was in force at the time of the accident, years had passed without a single instance occurring of a train or an engine leaving the station without special leave. Captain Tyler, therefore, has thought fit to assume upon this most important point a case purely hypothetical, improbable in itself, and at variance with all the facts proved.

12. Captain Tyler, indeed, endeavours to give your Lordships some explanation of that which he admits is at first sight such extraordinary conduct on Crossley's part, by suggesting that the up line having been disused for some time, for a period expiring about a fortnight before the accident, Crossley, in the hurry of the moment, thought that the former state of things was still in existence, and that he was to travel to Guildford on a single line of rail. Admitted that this hypothesis is correct, then there is an end to all blame to the Company, as Crossley's act becomes simply that of a madman; for Captain Tyler himself states that both Crossley and his fireman knew that the down train was approaching, and it is proved affirmatively that that fact was present to their minds; Crossley must, therefore, have known, the line being supposed to be a single one, that he was running at full speed along a line upon which a train was travelling in a contrary direction also at full speed. It is impossible for a moment to think that any sane man could be guilty of such an act.

12. I have *not* stated, as the Directors put it, that Crossley thought "*the former state of things "still in existence, and that he was to travel to "Guildford on a single line of rail;*" but I have said (p. 171, line 5), that the necessity for crossing to the proper line "*does not appear to have occurred "either to Crossley or the cleaner;*"—meaning, in fact, that he thought nothing at all about it;—and that (p. 171, line 22) "*the habit which he had previ-"ously acquired of running to Wokingham on the "down line, prevented Crossley, probably, in his "anxiety to carry out the orders he had received, "from discovering his mistake.*"

The Company's Locomotive Superintendent corroborates this view of the case, when he says (p. 182, line 6 from bottom):—"*It would therefore appear to "be possible that, as Crossley had been in the habit of "running on the down line to Wokingham, he may "have forgotten that it was necessary to pass through "the points to the up line, and also that the fact of "his having been on the down line did not attract "his attention as anything unusual.*"

13. But this hypothesis is further at variance with and disproved by another passage in Captain Tyler's report. The main point made by Captain Tyler is, that he disregarded the signals, &c., because he thought that there was no one there to check him. Now it is clear that Crossley, who was perfectly acquainted with all the working of the station, knew that it was the duty of porter Sayers, who acted as switchman, to be at the junction signals a quarter of an hour before the arrival of each passenger down train, and, therefore, that a train being almost due, Sayers must be either at the signal or on his way to it; and as a matter of fact, Sayers was actually within a short distance of the signals at the very time when Crossley passed them. One would, therefore, have expected that Crossley would have been particularly careful to attend to, instead of disregarding, the well-known regulations of the Company applicable to his case.

13. This hypothesis, as put by the Directors, is, as I have just explained, not a true one. The main point made by me is not that "he disregarded the "signals because he thought there was no one there "to check him," but that he did so because he had been taught, in shunting past them "at danger," to disregard them; and (*vide* paragraph 9) the only other driver of the Company who was examined in this case says he would also, probably, if he had had a second order from the station-master to go to Wokingham, have disregarded the same signal, "*because "it is generally up against us in shunting.*"

Sayers' evidence (*vide*, p. 182, line 48), is,—"I "was at tea between a quarter past 6 and 10 minutes "past 7 on the 12th September. I saw an engine "go from the engine shed, I think about 7.20. "*I did not know anything of it.*" . . . . .
"If any engine goes from the shed, the drivers "always get their mates to turn them across to the "up line, *but I never go to do it;* they also get "their mates to alter the signal. I can't say that "they always do alter the signal."

14. But upon the assumption that Crossley thought he was travelling upon a single line, his conduct becomes even more inexcusable and unaccountable than before; for the special instructions which we now produce had been enforced whilst the line was worked single, and it will be seen, upon reference to them, that the most stringent regulations were in use to prevent any engine-driver leaving without special written authority from the station-master.

14. Crossley, apparently, did not think at all about it, and the regulations referred to here (which follow the letter of the Directors) were no longer in force.

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15. In another part of his report, Captain Tyler is obliged to admit that Crossley was to blame in starting without his lamps lighted, and in not keeping a proper look-out, but he nowhere ventures to suggest that Crossley was overworked on the day in question, and is obliged to admit that the prolonged abstinence, which is proved on his part on this occasion, was Crossley'a own fault, and cannot in any way be attributed to his not having had time to get his meals.

15. Crossley had done an ordinary day's work when thus sent forth on a further run of fifty miles to Guildford and back.

Not having taken anything with him on the engine, Crossley had no time for refreshment during the day, excepting, according to his fireman, "20 "or 25 minutes at Red Hill, if he had chosen to eat "then." He left Red Hill on this occasion at 2.52.

16. But Captain Tyler has most unaccountably overlooked the principal and most important charge made against Crossley, and I must ask your Lordships to consider whether his silence on so essential a point, if accidental, is not of a character which must most seriously detract from the value of his report. The argument against the Company is, that if a signalman had been at the signals, he would have been able to turn the points of the cross-over road on to the up-line. Was it not, therefore, most material to consider whether Crossley in starting sounded his whistle, the invariable rule and practice of all drivers about to leave the shed, and the only mode, be it remembered, by which the signalman could be warned that his services were required? It was proved before the coroner by James Wallis, the foreman porter of the goods department at Reading, that he did not do so. His evidence upon this point is as follows :— "I supposed he (Crossley) was only "going to the platform to reverse his "engine on the turn-table. *He gave no* "*signal at all* that made me suppose he "was coming back. By 'signal,' I "mean that he did not sound the "whistle."

16. This point was not brought under my notice at all during my inquiry; and not having questioned any witnesses on the subject, I cannot of course form an opinion as to whether Crossley sounded his whistle or not. The case against Crossley for not whistling, as put by the Directors, appears to rest only on the testimony of the foreman porter of the goods department. I examined this man, but it really did not occur to me to ask him whether a driver who passed signals "at danger" whistled whilst he did so or not. If the point be important, which I do not consider it to be, the evidence of all the other servants of the Company who saw him start ought to have been taken upon it, as well as that of the cleaner who accompanied him.

17. And here we must point out to your Lordships, that although Captain Tyler had before him the depositions of all the witnesses examined before the coroner of Reading, a most able and impartial officer, he lays before your Lordships only a fragment of the evidence given upon that occasion. We do not mean to put it to your Lordships that Captain Tyler omitted the passages we are about to refer to, because they are favourable to the Company, but we must insist that, with such very material evidence before him, it was at least unjust to the Company to withdraw it from your Lordships' consideration, especially as Captain Tyler did not think it necessary to examine the witnesses himself upon the points suggested by their former evidence.

17. The only way in which I had before me the depositions of "all the witnesses examined before "the coroner at Reading" was from what I saw of them in the daily papers and in the "Berkshire Chronicle," which the Company's superintendent forwarded to me, with a note, requesting me "to "peruse the remarks of the editor," "upon the "late melancholy accident at Reading." Having now before me the remarks of the Directors upon the evidence I took, and the report which I prepared, with the greatest care, and with the utmost desire to be just and impartial, I am enabled to form an idea of what they would have said of me if I had quoted from these newspapers anything that did not meet their views of the case.

The mode in which I obtained from the coroner the two depositions taken before him which I annexed to my report, was as follows:—When at Reading, I expressed to the superintendent a desire to obtain the evidence of two witnesses that I had not examined, both of whom were, I believe, in the hospital. The superintendent was good enough to accompany me to the coroner's house. We asked him for a copy of the evidence of these two witnesses, and, in due course, he forwarded to me those depositions which I have attached to my report. One of these was the evidence of Ferguson, which I had requested, and the other, instead of being what I asked for, was the evidence of Graham, a man whom I had already examined. As it had been sent to me, however, I published it with the remainder of the evidence in my possession, at the end of my report.

It will thus be seen that the "fragment" which I laid before their Lordships, was all that I had

received in an authentic form, and that I did no injustice to the Company by withholding what I never had, and what I may add, would not, in my opinion, have benefited their case. Whether it does so or not, may be seen from what the Directors have brought forward in their own favour.

18. Finally, Mr. Thew, the station-master, pointed out, that if Crossley had observed any one of at least four rules applicable to his case, and which had never been infringed before by himself or any other driver, the accident in all human probability would never have happened.

He also states that, in his opinion, and he was surely the most competent person to form a correct opinion on the point, *the junction is not of sufficient importance to require the appointment of one man to take the duties of switchman only.* He adds, "We have always "worked the traffic without a regularly "appointed switchman, and if one had "been appointed, and he had been at "the points when Crossley passed, he "could not have prevented the acci-"dent."

18. This station-master says, on the contrary, in his evidence (*vide* p. 186, line 66,):—"In drawing "the general manager's attention to the subject, "I expected to have had a signalman appointed "when the new line was opened. *I gave him my "opinion that I thought it was wanted.*" (*Vide* paragraphs 2 and 11.)

Sayer, the acting switchman, stated, before the coroner, that it would be sufficient employment for a switchman to attend to the switches and points.

19. We are sorry to be obliged here to repeat our former observations as to the one-sidedness of Captain Tyler's report. Every possible facility was given by the Board to Captain Tyler's investigating the whole circumstances of the case, the Directors, through one of their number, expressed themselves willing to be examined by Captain Tyler, and all documents which were called for by that gentleman were immediately produced, and copies of them furnished, where desired, to him, whilst Captain Tyler has thought fit to select only Captain Barlow's report, without the explanations which were given of it or the result of the inquiries instituted by the Directors. The inference to be drawn from Captain Tyler's report is, that no proceedings were taken by the Directors upon Captain Barlow's report, and that they have tacitly admitted the accuracy of the statements made in it.

19. The only answer I can give to this further accusation of one-sidedness, is in a brief account of the actual conduct of the Directors during my investigation, and of my own proceedings.

In the first instance, I instituted, on the 19th September, an inquiry at Reading into the immediate causes of the accident. The Superintendent of the Company was present, took his own notes of the proceedings, suggested such evidence and such considerations as he thought proper, and was at liberty to hand to me whatever documents he pleased. As is elsewhere stated, he even forwarded to me a copy of a local newspaper, and asked me to peruse the remarks of the editor upon the accident, which I did with much pleasure.

I afterwards, on the 16th October, made a further inquiry, extending into the more remote circumstances connected with the accident, and, on this day, seven of the Directors were present at my invitation. Their legal adviser and short-hand writer were also in the room. On this occasion I examined the general manager before them, and at p. 185 will be found the following minute, which I read to the Directors at the time I made it, and even altered to suit their views:—"*The "Directors, upon being requested to ask Captain "Barlow any questions upon this evidence, decline "to do so, but state, at the same time, that they do "not admit the correctness of it.*"

The Directors, however, only adhered to this line of conduct when it suited them, for they were at other times ready enough to make suggestions as to what should be entered in my minutes, and I always attended most carefully to those suggestions; and, in order to prove a probable hereditary weakness of intellect in Crossley, they brought before me a surgeon from Reading, who stated that he had seen Crossley's mother on one evening only, and that he did not know whether any weakness of intellect, likely to be hereditary, was exhibited by her. Their legal adviser had an opportunity of questioning each witness, and he availed himself of it pretty frequently, the evidence thus elicited

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being always entered on my minutes when he desired it.

I also expressed my readiness to receive any statements they might wish to make; and at the termination of my two inquiries, I made a point of asking their Secretary whether the Directors considered that any of the evidence was likely to have produced a false impression on my mind; and of stating, that if such were the case, I should be glad to receive from them whatever statements they thought proper to offer. But his reply was to the effect that they had nothing further to urge; and that they only wished to stand well with the public.

Under these circumstances, if the Directors really had anything further to lay before me, and failed to do it, it was their own fault; but, judging from the quality of the excuses that they offer for themselves in the elaborate document now before me, it would seem that the reason for their neglecting to take a more active part in their own defence, must have been simply a want of good material. They state in the passage now under consideration, that I *selected* Captain Barlow's report without the explanations that were given of it, or the result of the inquiries instituted by the Directors; whereas the fact is, that I received no important explanations of it whilst Captain Barlow was present that are not recorded in my minutes; and I was not furnished by them with the result of their inquiries, which I now see for the first time in their letter.

I have, in my report, purposely abstained from entering at all upon the question of the general manager's dismissal from the Company's service, either on one side or the other, as it is no business of mine; and I have not hesitated to attach to this gentleman, although he no longer belongs to the Company, great blame when I considered it due to him; but wishing to see fair play between all parties, as far as lies in my power, I must now not omit to draw attention to the fact that the Directors have made statements about him in their present letter which they did not make when he could have replied to them before me.

I do not make this observation as in any degree affecting my own views or my report, but simply as a matter of fairness to Captain Barlow himself.

20. We regret to have been obliged to trouble your Lordships with these details, which we feel have only an indirect bearing on the question of the Reading accident. They have been forced upon us by the mode in which Captain Barlow's report (*which Captain Tyler would seem to have adopted as containing succinctly his own views*) has been used against the Directors by Captain Tyler. We trust we have stated enough to satisfy your Lordships, not only that no weight is to be attached to any reflections cast by Captain Barlow upon the Company or any of its officers, but that the Directors of the Company have exercised every possible precaution, in the appointment of responsible officers, to secure the safe and efficient working of the line.

20. It will be seen, that so far from adopting Captain Barlow's report "as containing succinctly" my own views, I have, at pp. 178–180, attributed great blame to that gentleman, on account of the want of a permanent signalman at the junction, as well as that I have, in my whole view of the case, differed from him materially as to the amount of blame to be borne by the deceased driver, Crossley. I agree with him, certainly, that junction signals ought to have a man to attend to them, that points ought to be worked by a switchman, and that the staff at Reading was "reduced below the limits of "prudence;" and the Directors have now remedied these defects, in spite of their inability to admit there was any necessity for doing so.

21. The Directors assert most positively that their officers have never been fettered in any way by them; that no suggestion made by Captain Barlow or any other officer, upon points connected with the public safety or convenience, has ever been disregarded by the Board; that so far from any diminution having taken place in the staff of porters on the line, their superintendent stated to Captain Tyler over and over again that he was prepared to prove that it has been actually increased during the last twelve months, and that although undoubtedly the Directors have sought to diminish the enormous expenditure which took place in former times in the conduct of the traffic of the railway, they have not fallen into what Captain Tyler designates as a system of false economy, and that there is no ground to apprehend that at any point of the line any danger to the public safety is permitted or in any way exists.

21. What the Superintendent and General Manager both stated on this subject will be found at p. 186, line 1; but I never received from the Superintendent any documents in proof of his statement.

I did not even record on my minutes the original statement of the General Manager on this subject, but the Superintendent, nevertheless, made a point of stating (*vide* p. 186, line 1), "As the General "Manager has alleged a reduction of eighteen "porters (*over the whole line*) in the half-year "ending 31st July 1855, as compared with the "half-year ending 31st July 1854, I am prepared "to prove that the returns will show rather an "increase than a decrease in the number of porters." The minutes go on to state:—"(Captain Barlow "here remarks that he alludes to passenger porters; "Mr. Brown, however, alludes to porters in general, "but remarks that at most of the stations porters "do joint duty for goods and passengers.)"

I did not further pursue the subject, because I wanted to ascertain the circumstances connected with the Reading accident; and I only entered the above on my minutes at the Superintendent's request, and under the supervision of the Directors, who appeared to consider it favourable to their case.

22. With reference to the concluding remarks of Captain Tyler, we will only add that the appointment of a permanent switchman has been made more with a view of showing due respect to the finding of the coroner's jury, and to prevent any possibility of animadversion, than from a conviction of such an appointment being necessary for the public safety, and that of the two additional porters appointed to Reading station, one has been rendered necessary by the removal of Sayers to the post of signalman at the junction.

22. The switchman himself says (*vide* Evidence, p. 187, line 39), "It was about one o'clock on the "day after the accident that Mr. Brown told me "to stay at the points for the future." And therefore the Superintendent thought it necessary to take the step of appointing a permanent signalman *several days before* the verdict of the jury was delivered.

23. We wish to add, for your Lordships' satisfaction, that the circumstances of the junction at Folkestone are not in any respect similar to the Gravesend junction, nor is there any analogy between the modes of working the two points, and that there is no danger whatever at Folkestone junction; this was explained by Captain Barlow himself in Captain Tyler's presence, but that officer does not think fit to give the explanation.

23. I have merely pointed out, in reference to this junction, the statement of the Company's Superintendent, who says (p. 198, line 11 from bottom), that he had pointed out, when examined before the Directors, that "the Gravesend Old "Junction and the Folkestone Incline Junction "were less efficiently protected than the junction "at Reading." As I know too well that accidents have occurred at two of these places, in consequence of the inefficiency of the arrangements, and as I perceive that the Directors are taking great pains in one of these cases to justify that inefficiency, I may be excused for even repeating a caution in regard to the third, though I am not personally acquainted with it, particularly, as the Superintendent adds in the same letter, "*The "engineer has also called attention (I believe) "some time since to the inefficient arrangements "here as well as elsewhere on the line.*"

Captain Barlow's explanations, which the Directors state that I did not think fit to give, do not appear to me to be at all in their favour. They are as follows (*vide* p. 185, line 60):—"The reductions "to which I above alluded have been made to some "extent, I cannot say to a dangerous extent. I "have visited several stations lately, such as "Gravesend, Folkestone, Bricklayers Arms, and

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" Tunbridge, where I have found that the staff was
" not sufficient, and *at the three first the station-*
" *masters have admitted to me that such was the*
" *case.*"

MEMORANDUM.

No constable in any Division performs so much as 15 hours' duty a day.

The average number of hours by day at this season of the year is 9, and during the summer months 8½ hours. By night 8 hours, except in very severe cold weather, when some indulgence is given, by relieving a certain number of the men on alternate mornings at an earlier hour than usual.

In six of the Divisions a trial has lately been made, and at present continued, of shorter periods of duty at a time, the average being, by day 8 hours, by night 6¾ hours.

J. F. HANDCOCK.

Metropolitan Police Office, December 3, 1855.

Railway Department, Board of Trade,
Whitehall, November 30, 1855.

SIR,

South Eastern Railway.

Accident at Reading.

IN reply to your letter of the 28th instant, enclosing an extract from a communication that the Lords of the Committee of Privy Council for Trade have received from the South Eastern Railway Company on the subject of the accident which occurred at Reading on the 12th September, and requesting me to favour their Lordships with any observations I have to make thereon, I would observe, that the extract with which I have been furnished proposes to show " that not only is it unnecessary, as far as the public safety is concerned, " that a signalman should be permanently appointed at the place in question, " but that if one had been so appointed, the evidence showed that the accident " must equally have occurred." It then alludes to Captain Tyler having commented on the circumstance that the engine pushes the train before it into the station, and also to some " severe strictures of his upon the fact that for a short " time after the new station was opened the telegraph had not been com- " pletely removed to it;" and it then submits, " that if any just grounds for " complaint exist in these matters, the blame must rest with their Lordships' " inspector, who certified that the arrangements of the line were sufficiently " safe, and not with the Company, who have merely worked out the system so " certified and approved."

My inspection was limited by my instructions to the extension of the Reading, Guildford, and Reigate branch railway, commencing at the ticket platform, a short distance from the old Reading station, and terminating at the new station, the whole length of the line being some 600 yards. When I inspected this line, it was explained to me, that, although the passenger traffic would be removed to the new station, the goods would continue to be worked from the old one. This necessarily involved a junction of two distinct lines coming from different places; it was therefore my duty to ascertain if the junction was properly protected; this I did, and had the mode of working the signals explained to me on the spot, with which I was quite satisfied, but it never entered into my head to inquire whether the man who worked the system of signals on which the safety of this part of line mainly depended was or was not to be retained there permanently; nor can I think that I was called upon to do so. It seems to me, that having satisfied myself that the accessories to safety were in existence, and the mode in which they were to be worked was satisfactory, that the details of the staff, and the hours the men were to be employed, formed no part of my duty. No unprejudiced person, with the slightest experience of railway affairs, would say that junction signals could be safely deserted during the hour of the day or night that it was possible that traffic could be sent over the junction.

I had recently to report upon a very important junction on the London and North Western Railway, but it never occurred to me, to stipulate with that Company the hours the signalman was to be kept at it, and should an accident happen there from the absence of the signalman, I feel satisfied the London and North Western Company would never think of evading the consequence by saying, the inspecting officer had not required a permanent signalman. I have frequently had to report upon the number of break-carriages which should be attached to trains descending gradients, but in stating the number, it never occurred to me as necessary to stipulate that there should always be breaks-men in them, it being a sequence involved in the stipulation, and the same applies to signals, more especially at junctions.

South Eastern Railway.

Accident at Reading.

With regard to the engine being employed to push the train from the ticket platform to the new station, I quite agree with Captain Tyler that it was a very improper arrangement; and when an officer of the Company waited on me to give me an undertaking that but one engine in steam should be on the single line at one and the same time, and casually mentioned that it was in contemplation to work the passenger trains up to the new station in that manner, I called his attention to the accident that occurred some time previously at the Leeds station from such a mode having been practised there, and having pointed out to him that the line being doubled close to the station, there was no necessity for this being done. The Directors are mistaken in saying that the working arrangements rendered the practice necessary.

With regard to the telegraph not being moved till some days after the opening of the new station, I beg to state that it could not consistently be removed from the old station until their Lordships' sanction had been received for the opening of the extension, and this was not given until four days after my inspection. As the telegraph system is a link in the working arrangements of the entire line, and had been introduced by the Company themselves, (for which I think they deserve every credit, it being a most invaluable auxiliary to safety,) I did not consider its removal as one of the things I was called upon to stipulate for, more particularly as my arrangements secured the safety of the line I certified for.

Whether the accident would equally have occurred had there been a permanent signalman, does not belong to me to reply to.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col., Royal Engineers.

South Eastern Railway, London Terminus, January 1856.

Sir,

South Eastern Railway.

Accidents at Reading and Gravesend.

I am instructed by the Directors of this Company to lay before the Lords of the Committee of Privy Council for Trade the accompanying remarks upon Captain Tyler's letter, dated the 1st instant, and addressed to you in reply to the statement submitted by my Directors to the Board of Trade upon the subject of the accidents at Reading and Gravesend.

The Directors propose still to confine their observations to the circumstance of the Reading accident for the reasons given in their former statement; viz., that the accident at Gravesend led to no injury to any of the passengers, and that, to follow Captain Tyler through the details of *both* reports, would unnecessarily increase the length of the remarks which they feel it to be their duty to submit to their Lordships.

Captain Tyler, in his letter, and in the remarks appended to it, enters at some length into the question which my Directors have always considered to be the only one of any real importance in this case; viz., whether or not it was or is necessary for the public safety that a permanent signalman should have been appointed at the junction signals.

The Directors do not think it proper to follow Captain Tyler at length through his arguments upon this point; they wish me merely to point out that Captain Tyler, in his original report, thought fit to assume that the officers of the Company have wilfully permitted to exist a state of things which was productive of daily and hourly danger to the public safety.

The practice thus adopted has been in force during many years, and during that time it has never led to an accident or to an infringement of any one of the rules, the neglect of which led, in Crossley's case, to such lamentable results. These facts, it might be supposed, would have raised some doubt in Captain Tyler's mind whether his view of the subject were correct or not. The Directors would not have complained if that officer had stated his reasons for the assumption which he made, nor if the opinion expressed by him had been formed upon the evidence of witnesses competent to speak upon the point, but they cannot in justice to their officers allow so serious a charge, as that which Captain Tyler makes against them, to be brought upon that gentleman's unsupported assertion of his own opinion.

The Directors further desire me to point out that Captain Tyler virtually

admits that the sufficiency or insufficiency of the general staff at Reading is of no importance to the decision of the real question in the case, and that the main question is the necessity, or otherwise, for the appointment of a permanent signalman. For Captain Tyler, in the fifth paragraph of his reply, states expressly that his complaint is, that the switchman was not kept permanently at the junction, and he does not attempt to reply to the observation of the Directors that the duties of a permanent switchman would be entirely independent of any amount of work which the general staff at Reading might have to perform.

The Directors beg, therefore, respectfully to submit again, that, inasmuch as no particle of evidence has to this moment been laid before the Board of Trade by Captain Tyler, either as to the amount of traffic at the junction or as to the system under which such traffic is worked, their Lordships have no materials whatever upon which they are justified in deciding that there has existed any probability or possibility of danger from the non-appointment of a permanent signalman.

The Directors quite agree with Captain Tyler that the amount of traffic past a particular point is a matter of less consideration than the liability to collision of even a small number of regular trains; and it is on this ground principally that they complain of the total silence of Captain Tyler's report with reference to the system of working the traffic past the signal in question. They are confident, that if evidence had been taken upon this point, Captain Tyler would have been obliged to admit that no collision at the point in question can, so long as the present working system is in force, take place; and this is substantially the reason that no permanent signalman was appointed to the post previously to the 12th September 1855.

The Directors instruct me to add, that they have read with pain and surprise the passage in your official letter to me of the 14th instant, in which you state, that "it does not appear to my Lords objectionable that an officer appointed by "them to inquire into the causes of an accident should receive information or "suggestions from any quarter that may appear calculated to aid him in prose-"cuting the legitimate objects of his inquiry, nor does it appear to my Lords "necessary that he should communicate to the Railway Company this infor-"mation or these suggestions, or the sources from which they came, unless he "proposes to use the communication in some other way than merely as "furnishing him with hints for his own guidance in conducting the inquiry."

The most eminent judges of the Courts of Law invariably refuse to allow any similar communications to be made to them, and have publicly, and in the most severe terms, censured the parties who seek to make them as guilty of an attempt to lead the judge to prejudge the case which he is to try, and my Directors regret that a principle diametrically opposite to that adopted by Her Majesty's judges, should be acted upon by one of the officers of the Board of Trade, and that their Lordships should express their approval of such a course.

Whether Captain Tyler was or was not influenced by the private suggestions he received would appear in the present case, if he had thought fit to state the source and the nature of the communications which were made to him. The Directors can draw but one inference from Captain Tyler's silence upon this head, and such an inference, whatever view my Lords may take of Captain Tyler's conduct, deprives that officer's report, in the opinion of the Directors, of all claim to consideration as a fair and impartial statement of the facts of the case.

With respect to the letter of Colonel Wynne dated the 30th November 1855, appended to Captain Tyler's answer, I am directed to point out that the report made by that officer to their Lordships was not communicated to the Directors of this Company, and they could not therefore be aware how far Colonel Wynne entered in it into details.

Notwithstanding that gentleman's remarks, it is a fact, that in numerous published reports of inspections of railways by the officers of the Board of Trade, the appointment and duties of signalmen are specially referred to; and the Directors would submit whether the want of a settled rule upon a point of such importance is not likely to mislead the officers of railway companies in cases similar to the present.

I am further directed to remind their Lordships that very important changes have, during the last eighteen months, taken place in the management of the

line, and that the present Board have been directing their most anxious and persevering attention to the discovery and remedy of any abuses or want of proper discipline which may have heretofore existed. This course they will continue to follow; and whilst they feel it to be their duty to protect their officers and servants from undeserved censure, they will always gratefully receive and maturely consider any suggestions which may be made to them, having in view the more effectual working of the line.

In conclusion, my Directors desire me to state that they are far from wishing to make any complaint of Captain Tyler's personal conduct upon this and other occasions; and whilst they feel called upon to remark, with some severity, upon that officer's reports, and upon the mode in which his official inquiries have been conducted, they are anxious to acknowledge the courtesy which they have always received from that gentleman, in common with all the other inspecting officers of the Board of Trade.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

S. Smiles,
Secretary.

Captain Tyler's Observations.

1. Their own station-master, patient as he was under difficulties, applied for a permanent signalman before the opening of the line. The general manager promised him one. The Superintendent appointed one himself, at 1 *o'clock the day after the accident;* and there has been one there ever since. For want of such a man, the drivers had previously been permitted daily to disobey the Company's printed regulations by running past the signals while they were "at danger," and without such a man, the rule of allowing only one engine in steam to enter on the single line to the new station at one time could not be properly carried out. The superintendent also in his instructions for the working of this new line and the junction, which were lithographed and distributed to the Company's servants, says, (*vide* paragraph 189,) "Drivers and guards must pay *particular* "*attention* to the signals exhibited by the switchman at the "points leading to the single line;" and further on, that every servant of the Company concerned must "make himself "thoroughly acquainted with the above regulations, which, if not "properly carried out, will be attended by *instant dismissal* of "the servant in fault." Now, as these regulations *could not* be "properly carried out" for want of a permanent signalman, is it to be supposed for a moment, that the superintendent who issued them really believed that such a man was not required at the junction?

It is difficult to estimate the length of time that a signalman is *actually engaged* in the course of the day, but his work *extends over* a great number of hours, during the whole of which, constant attention and vigilance are or ought to be required of him. The Company, no doubt, got more work out of their switchman by employing him on other duties when he ought to have been attending to his signals, but it is extraordinary that the Directors should justify such a course being pursued, particularly after it has led to so frightful an accident. The switchman himself, stated before the Coroner, that it would be *sufficient employment for a switchman* to attend to the switches and points.

2. I have never contemplated the necessity for a permanent signalman running from his signals to catch or keep up with an engine travelling at the rate of fifteen or sixteen miles an hour, and thus to work the points for it to cross to its proper line, because I submit that if there had been a permanent signalman at the junction, Crossley would not in shunting have acquired the habit of passing the signals "at danger"; that he would not, unless he had acquired that habit, have passed them on this occasion without communicating with the signalman, and waiting for the signals to be lowered and the points to be worked, and that it would then have remained with the signalman to do his duty in turning him on to his proper line.

The remarks here made by the Directors lead to an important suggestion for the improvement of the junction, which I now beg to offer for their consideration, namely, that they should remove these points, which are sixty yards from the signals, to a position at which they can be more conveniently worked by the signalman.

Remarks of the Directors.

1. The passage upon which Captain Tyler here remarks contains the gravamen of the complaint made by the Directors against that officer, viz., that he assumes the whole question in the case; whether a *permanent* signalman was necessary or not for public safety.

The evidence of the station-master quoted by Captain Tyler, does not state that the want of a signalman was felt by him in consequence of anything like danger existing; and in point of fact, the station-master's request was made solely in consequence of the inconvenience arising from the greater distance which the signalman would have to travel from the new as compared with the old station.

It is a sufficient answer to the remainder of Captain Tyler's remarks, to state, that in point of fact, the superintendent's order for the working of the extension line was efficiently carried out without the presence of a permanent signalman.

Captain Tyler's observation, that "it is extra-"ordinary that the Directors should justify such "a course being pursued, particularly after it has "led to so frightful an accident," shows the animus which the Directors have remarked upon before. It is, the Directors confidently assert, untrue that Crossley's conduct which led to the accident, can be rationally attributed to the cause which Captain Tyler thus assigns to it.

2. Captain Tyler does not address himself to the point urged by the Directors; nor is it true that if there had been a permanent signalman at the junction, Crossley would not in shunting have acquired the habit of passing the signals "at danger," inasmuch as it would be the duty of a permanent signalman to place the signals "at danger" before allowing the operation of shunting to take place. Moreover, Captain Tyler takes no notice of the very important fact pointed out by the Directors, namely, that Crossley was aware that the signalman would at the very time he (Crossley) was coming out, be either at or close to the points. So far as any explanation of Crossley's conduct is concerned, it is perfectly immaterial whether the signalman was a permanent one or not, as in point of fact, he was to Crossley's knowledge close to the signals at the time the latter passed them.

The Directors respectfully decline to adopt the "important suggestion" offered by Captain Tyler, of removing the points nearer to the signals. If Captain Tyler had directed his inquiries into the real circumstances attending the accident, instead of endeavouring to collect evidence prejudicial to the Company upon questions which have nothing whatever to do with the accident, he would probably have thought it necessary to inquire into the use and object of the cross-over road, and would have

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ascertained that they are essential, and were only laid down in order to enable Colonel Wynne's conditions for working the extension line to be observed.

3. *Vide* paragraph 1, where it is shown that such does not appear by any means to have been the belief of the proper officers of the Company.

4. The answers alluded to instead of being general are specific and to the point. They prove that these porters had latterly been *worked* for thirteen hours, and were on duty for a period extending over fifteen hours per diem; that these periods extended over Sundays as well as week days, and that the indulgence formerly accorded to them of being off duty every third Sunday, and of getting away at 6 P.M. every third week had been discontinued. This was at a time when the washing of the carriages had been altogether given up, and I can only feel sorry to find that these facts are not sufficient to prove to the Directors that men so worked were overworked, though I may add that as two more porters have been since taken on at the station, one in tha place of the man appointed to remain at the junction, and the other altogether additional, it would seem that they must have learnt some further facts, which *did* convince them of the necessity that existed for an increase to the staff.

4. The Directors are surprised that even now Captain Tyler does not, beyond the mere length of time, give their Lordships any idea of the actual work performed by the porters. It may be fairly assumed that Captain Tyler is conscious that the facts will not show that the men are or have been overworked, and the Directors repeat their assertion that no work beyond what they may fairly perform has ever been imposed upon the men.

5. My complaint is that instead of having nothing to do with the staff of the Reading Station, and being kept permanently at the junction, the switchman was simply a porter taken from that staff, and was obliged to travel twice 600 yards ten times a day for the purpose of attending to his duties at the junction connected with the passenger trains, also that the duties connected with the goods trains, the shunting, and security at other times of the junction, were unattended to by him, because he was expected to act as a passenger porter as well as a switchman.

5. Captain Tyler admits, by his evasion of the position taken by the Directors that, as is indeed manifest, the sufficiency or insufficiency of the Reading staff can have nothing to do with the question as to the necessity for a permanent signalman at the junction, which is distant 600 yards from the station.

6. The evidence of the station-master himself in regard to the man whom he took on was (*vide* paragraph 186, line 50), "I "took him on my own responsibility, without any permission," I learn now for the first time that it was a goods porter whom the station-master thus took on. But it rather makes the case worse against the Company, because it appears that the station-master, having been unable to obtain permission, which he had solicited to take on additional hands on this busy day, was compelled to take one of his goods porters instead for duty at the passenger station. Judging from the supply of passenger porters it is not to be supposed that more goods porters were employed than necessary, and instead of having in this case detracted from the merits of the Company, I give them credit for taking on an extra man which it appears from their own statement they did not do.

6. The insinuation by Captain Tyler that the goods staff was reduced below the limits of prudence, affords another instance in which that officer has drawn, to the prejudice of the Directors, conclusions totally unsupported by evidence or the real facts of the case. The Directors cannot treat seriously charges so frivolous and unwarranted.

7. I have stated in my report (p. 173, line 20) that nothing can excuse Crossley for having neglected to light his lamps before starting, and for devoting his attention too closely to his engine instead of keeping a good look out on the road. I have also, at p. 176, accused him of want of thought under the circumstances in which he was placed.

8. The locomotive superintendent of the Company himself says (*vide* p. 182, line 9 from the bottom), "*I should have* "*thought the order sent by the station-master to Crossley was* "*sufficient to authorize his leaving the station.*"

The other witnesses alluded to give contrary opinions, but not to me in anything like such strong terms, as will be seen on reference to their evidence, excepting the station-master.

8. This is an unfair attempt on Captain Tyler's part to justify his withholding from their Lordships' consideration the most material evidence which could have been laid before them connected with the cause of the accident. It is manifest that the locomotive superintendent (whose duties, be it observed, have nothing to do with the starting of trains or engines) would not have said, and did not intend to convey the idea, that Crossley was authorized in leaving the station *without his departure being telegraphed.* But why is Captain Tyler's report entirely silent upon so important a question, and one upon which he now says that he considers the evidence contradictory?

9. The driver of the passenger engine says (*vide* p. 183, line 3 from bottom), "it has never happened to me to go off to "Wokingham without having the signalman to lower the signal; "but if I had had a second order from the station-master to "go to Wokingham, I should probably have got the fireman to "turn the points, *and not have minded the signal, because it is* "*generally up against us in shunting.*"

9. It is only necessary to observe upon the evidence here quoted, that the witness clearly considers that a SECOND order from the station-master would have been sufficient authority to him to pass the danger signal. At best, the case is hypothetical, and the witness himself says that he has never *in point of fact* started without the signal being lowered.

10. A signal, intended to have been obeyed, ought to have been lighted at that hour at that time of year. The gas fittings being out of order, oil lamps should have been inserted, as was afterwards done in regard to the semaphore applying to the approach to the new station.

That I have not misrepresented this case any more than the others, in regard to which I am similarly accused, is evident from the statements of Joshua Nobbs (*vide* p. 184, line 26):—
"I lighted the lamps of the signals opposite the ticket platform "at a quarter or 20 minutes past 7. It is not my duty to do so, "but the switchman asked me what was to be done, because the "gas people were at work, and the lamps would not light. I "therefore put in oil lamps, *but not to the signals on the ticket* "*platform, because they are never alight after the goods train has* "*gone, or about a quarter past 7.* We have not goods trains in "or out until a quarter to 8 in the morning, after 7 o'clock the "evening before. I saw Crossley going out before I lighted the "signal lamps."

10. Practically it was quite light enough for the arm of the telegraph to have been seen, as many of the witnesses have proved beyond the possibility of doubt; and inasmuch as it is the arm, not the light, which Crossley is accused of disregarding, Captain Tyler's observations do not remove the objection urged by the Directors.

11. All that I have to prove in this case is, that if there had been a permanent signalman at the junction, he would not probably have neglected to work the points for Crossley, and turn him to his proper line. Whether Crossley approached these points at the rate of fifteen or sixteen miles an hour on this occasion, as the Directors appear to believe, or not, does not affect my position. I submit that if there had been a permanent signalman at the junction, Crossley would not in shunting have acquired the habit of passing these signals "at danger," that if he had not acquired that habit, he would not have passed them on this particular occasion without communicating with the signalman, without waiting for the signals to be lowered, or without giving the signalman, therefore, the opportunity of turning him to his proper line.

11. When Captain Tyler has proved that either Crossley or any other driver acquired a habit of disregarding the danger signals because they passed them whilst enganed in shunting, he will have made one step towards explaining Crossley's conduct. But possibly Captain Tyler intends to suggest, as another "important improvement,' that shunting should be allowed to take place without the engines and carriages engaged being protected by the danger signal. If he does not go so far as this, he should point out in what way the drivers can be prevented from acquiring such a habit as he assumes that they have contracted.

12. I have not stated, as the directors put it, that Crossley thought "*the former state of things still in existence, and that he* "*was to travel to Guildford on a single line of rail;*" but I have said (p. 171, line 5), that the necessity for crossing to the proper line "*does not appear to have occurred either to Crossley or to the* "*cleaner,*" meaning, in fact, that he thought nothing at all about it, and that (p. 171, line 22,) "*the habit which he had previously* "*acquired of running to Wokingham on the down line prevented* "*Crossley, probably in his anxiety to carry out the orders he had* "*received, from discovering his mistake.*"

The Company's locomotive superintendent corroborates this view of the case when he says (p. 182, line 6 from the bottom), "*It would therefore appear to be possible that, as Crossley had* "*been in the habit of running on the down line to Wokingham,* "*he may have forgotten that it was necessary to pass through the* "*points to the up line, and also that the fact of his having been on* "*the down line did not attract his attention as anything un-*"*usual.*"

12. Captain Tyler now wishes to make it appear that his opinion is, that the necessity for crossing to the proper line not appearing to have occurred either to Crossley, or the cleaner, Crossley thought nothing at all about it. How, then, can Captain Tyler have ventured to attribute this "frightful accident" to the want of a proper staff at Reading, as he has done in a previous part of his report? What connexion can he possibly establish between insufficiency of that staff, and such gross misconduct and neglect as he here assumes against Crossley? The Directors, however, do not believe that Crossley's conduct can be accounted for on any such ground as that alleged by Captain Tyler. After most anxious and repeated inquiries of both scientific and practical engineers, they have come to the conclusion that no rational explanation can be given of this portion of Crossley's behaviour; and the belief of almost every person conversant with the circumstances of the accident is, that Crossley was, for the time, in a state of mind which made him an irresponsible agent.

13. This hypothesis as put by the Directors is, as I have just explained, not a true one. The main point made by me is not that "he disregarded the signals because he thought there was "no one there to check him," but that he did so, because he had been taught in shunting past them "at danger," to disregard them, and (*vide* paragraph 9) the only other driver of the Company who was examined in this case says, he would also probably if he had had a second order from the station-master to go to Wokingham, have disregarded the same signal, "*because it is* "*generally up against us in shunting.*"

Sayer's evidence (*vide* p. 182, line 48,) is—"I was at tea "between a quarter past six and ten minutes past seven on "the 12th September. I saw an engine go from the engine shed, "I think about 7.20, I did not know anything of it."

"If any engine goes from the shed, the drivers always get "their mates to turn them across to the up line, *but I never go to* "*do it;* they also get their mates to alter the signal. I cannot "say that they always do alter the signal."

13. It is difficult to see the application of Captain Tyler's remarks to the objection here raised by the Directors.

14. Crossley apparently did not think at all about it, and the regulations referred to here (which follow the letter of the Directors) were no longer in force.

14. It is manifest that, if Crossley's mind reverted to the habit he had formerly acquired, of passing over a single line as far as Wolsingham, the special mode of working the line must, as a portion of the system to which he had become habituated, have also presented itself to him. The only approach to an explanation of Crossley's conduct, which has been suggested even by Captain Tyler, falls therefore to the ground.

15. Crossley had done an ordinary day's work when thus sent forth on a further run of 50 miles to Guildford and back. Not having taken anything with him on the engine, Crossley had no time for refreshment during the day, excepting according to his fireman, "20 or 25 minutes at Red Hill, if he had chosen to eat then." He left Red Hill on this occasion at 2.52.

15. Captain Tyler surely does not intend by these observations, to insinuate that Crossley was overworked, on the occasion in question? Such a suggestion has never been made before, and cannot be supported in fact.

16. This point was not brought under my notice at all during my inquiry, and not having questioned any witnesses on the subject, I cannot of course form an opinion as to whether Crossley sounded his whistle or not. The case against Crossley for not whistling, as put by the Directors, appears to rest only on the testimony of the foreman porter of the goods department. I examined this man, but it really did not occur to me to ask him whether a driver who passed signals "at danger" whistled whilst he did so or not. If the point be important, which I do not consider it to be, the evidence of all the other servants of the Company who saw him start ought to have been taken upon it, as well as that of the cleaner, who accompanied him.

16. The Directors are surprised at the tone of this answer of Captain Tyler; they quite agree with that officer that the evidence of all the servants of the Company who saw Crossley *ought* to have been taken upon the point whether he gave or not the usual signal that he was about to start. They beg, however, to add that in their opinion it was the duty of Captain Tyler to take the evidence in question, and it is with regret that they are compelled to repeat that while the greatest interest was evinced by Captain Tyler upon all points likely to prejudice the Directors and present officers of the Company, many branches of the case bearing more directly upon the accident and its causes were most superficially examined into by him.

17. The only way in which I had before me the depositions "of all the witnesses examined before the Coroner at Reading," was from what I saw of them in the daily papers, and in the "Berkshire Chronicle," which the Company's superintendent forwarded to me, with a note "requesting me" to peruse the "remarks of the Editor" upon "the late melancholy accident "at Reading." Having now before me the remarks of the Directors upon the evidence I took, and the report which I pre-

17. The Directors hear for the first time Captain Tyler's explanations upon the subject of the evidence taken before the Coroner. They regret to find that whilst Captain Tyler was not unwilling to receive private communications and suggestions (upon which indeed a great part of his inquiry was manifestly founded), he did not think it worth while to look at the evidence which had been given

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pared with the greatest care, and with the utmost desire to be just and impartial, I am enabled to form an idea of what they would have said of me if I had quoted from these newspapers anything that did not meet their views of the case.

The mode in which I obtained from the Coroner the two depositions taken before him, which I annexed to my report, was as follows:—When at Reading I expressed to the superintendent a desire to obtain the evidence of two witnesses that I had not examined, both of whom were, I believe, in the hospital.

The superintendent was good enough to accompany me to the Coroner's house. We asked him for a copy of the evidence of these two witnesses, and in due course he forwarded to me those depositions, which I have attached to my report. One of these was the evidence of Ferguson, which I had requested, and the other, instead of being what I asked for, was the evidence of Graham, a man whom I had already examined. As it had been sent to me, however, I published it with the remainder of the evidence in my possession at the end of my report.

It will thus be seen that the "fragment" which I laid before their Lordships was all that I had received in an authentic form, and that I did no injustice to the Company by withholding what I never had, and what, I may add, would not, in my opinion, have benefited their case. Whether it does so or not may be seen from what the Directors have brought forward in their own favour.

18. The station-master says, on the contrary, in his evidence (*vide* p. 186, line 66), "in drawing the general manager's attention "to the subject, I expected to have had a signalman appointed "when the new line was opened.

"*I gave him my opinion that I thought it was wanted.*"

(*Vide* paragraphs 2 and 11.)

Sayer, the acting switchman, stated before the Coroner that it would be sufficient employment for a switchman to attend to the switches and points.

18. The evidence of Mr. Thew, as quoted by Captain Tyler, has already been explained above. (*See* paragraph 1.)

19. The only answer I can give to the further accusation of one-sidedness is in a brief account of the actual conduct of the Directors during my investigation and of my own proceedings.

In the first instance I instituted, on the 19th September, an inquiry at Reading into the immediate causes of the accident. The superintendent of the Company was present, took his own notes of the proceedings, suggested such evidence and such considerations as he thought proper, and was at liberty to hand to me whatever documents he pleased. As is elsewhere stated, he even forwarded to me a copy of a local newspaper, and asked me to peruse the remarks of the editor upon the accident, which I did with much pleasure.

I afterwards, on the 16th October, made a further inquiry, extending into the more remote circumstances connected with the accident, and on this day seven of the Directors were present at my invitation. Their legal adviser and short-hand writer were also in the room. On this occasion I examined the general manager before them, and at p. 185 will be found the following minute, which I read to the Directors at the time I made it, and even altered to suit their views, "The Directors, upon being "requested to ask Captain Barlow any questions upon this "evidence, decline to do so, but state at the same time that they "do not admit the correctness of it."

The Directors, however, only adhered to this line of conduct when it suited them, for they were at other times ready enough to make suggestions as to what should be entered in my minutes, and I always attended most carefully to these suggestions; and in order to prove a probable hereditary weakness of intellect in Crossley, they brought before me a surgeon from Reading, who stated that he had seen Crossley's mother on one evening only, and that he did not know whether any weakness of intellect likely to be hereditary was exhibited by her. Their legal adviser had an opportunity of questioning each witness, and he availed himself of it pretty frequently, the evidence thus elicited being always entered on my minutes when he desired it.

I also expressed my readiness to receive any statements they might wish to make, and at the termination of my two inquiries I made a point of asking their secretary whether the Directors considered that any of the evidence was like to have produced a false impression on my mind, and of stating that if such were the case I should be glad to receive from them whatever statements they thought proper to offer; but his reply was to the effect that they had nothing further to urge, and that they only wished to stand well with the public.

Under these circumstances if the Directors really had anything further to lay before me, and failed to do it, it was their own fault; but, judging from the quality of the excuses that they offer for themselves in the elaborate document now before me, it would seem that the reason for their neglecting to take a more active part in their own defence must have been simply a want of good material. They state in the passage now under consideration that I selected Captain Barlow's report without the explanations that were given of it, or the result of the inquiries instituted by the Directors, whereas the fact is, that I received no important explanations of it, whilst Captain Barlow was present, that are not recorded in my minutes, and I was not furnished by them with the result of their inquiries, which I now see for the first time in their letter.

I have in my report purposely abstained from entering at all upon the question of the general manager's dismissal from the Company's service, either on one side or the other, as it is no business of mine, and I have not hesitated to attach to this gen-

19. The Directors can only say, in answer to Captain Tyler's account of the inquiry, that they took no active part in it, and declined repeatedly to cross-examine any of the witnesses called by Captain Tyler. They could not but perceive that Captain Tyler came to the inquiry prepared with materials for the examination of the officers of the Company, which had not been furnished to him by the Directors or by their authority, and that he was possessed of information which could only have been communicated to him by some persons who had peculiar opportunities for obtaining it, and who was actuated by no good feeling towards the Board. Under these circumstances they left it to Captain Tyler (who had refused to communicate to them the source or the nature of the suggestions he had received) to conduct the inquiry in his own manner, taking care, however, that any evidence, documentary or oral, called for by him should be immediately forthcoming. They can only regret that Captain Tyler collected evidence which gave but a partial account of the transactions referred to, and that he did not think it necessary even to ask whether the Directors had taken any steps upon receipt of Captain Barlow's report, which Captain Tyler admits to have been "a most extra-"ordinary document for a general manager to "present to his own Directors."

on oath upon a judicial investigation before an impartial officer of the Crown, and which would certainly have been better calculated to enable him to conduct the inquiry in a manner likely to elucidate the real causes of the accident than any suggestions from interested parties upon collateral questions could possibly do.

tleman, although he no longer belongs to the Company, great blame when I considered it due to him, but wishing to see fair play between all parties as far as lies in my power, I must now not omit to draw attention to the fact, that the Directors have made statements about him in their present letter which they did not make when he could have replied to them before me.

I do not make this observation as in any degree affecting my own views or my report, but simply as a matter of fairness to Captain Barlow himself.

20. It will be seen that, so far from adopting Captain Barlow's report, "as containing succinctly" my own views, I have at pp. 178, 180, attributed great blame to that gentleman, on account of the want of a permanent signalman at the junction, as well as that I have in my whole view of the case, differed from him materially as to the amount of blame to be borne by the deceased driver, Crossley. I agree with him, certainly, that junction signals ought to have a man to attend to them, that points ought to be worked by a switchman, and that the staff at Reading was "reduced below the limits of prudence," and the Directors have now remedied these defects, in spite of their inability to admit there was any necessity for doing so.

21. What the superintendent and general manager both stated on this subject will be found at p. 186, line 1, but I never received from the superintendent any documents in proof of his statement.

I did not even record on my minutes the original statement of the general manager on this subject, but the superintendent nevertheless made a point of stating (*vide* p. 186, line 1,) "as the "general manager has alleged a reduction of eighteen porters "(over the whole line) in the half year ending 31st July 1855, "as compared with the half-year ending 31st July 1854, I am "prepared to prove that the returns will show rather an increase "than a decrease in the number of porters."

The minutes go on to state, (Captain Barlow here remarks that he alludes "to passenger porters, Mr. Brown, however, alludes "to porters in general, but remarks that at most of the stations "porters do joint duty for goods and passengers)."

I did not further pursue the subject, because I wanted to ascertain the circumstances connected with the Reading accident, and I only entered the above on my minutes at the superintendent's request, and under the supervision of the Directors, who appeared to consider it favourable to their case.

21. Captain Tyler says he did not further pursue the subject of the reduction of the general staff on the line alleged by Captain Barlow, and denied by the superintendent, Mr. Brown, who repeatedly offered to support his assertions by evidence, because he (Captain Tyler) "wanted to ascertain "the circumstances connected with the Reading "accident." The Directors beg to contrast this statement with the following passage in Captain Tyler's report, "General allegations of reduction "without his sanction are brought by the general "manager against the Company; but it is not for "me to go further into these investigations. I "may just observe, however, that though they are "denied by the superintendent, and not admitted "by the Directors, the proceedings at this (Read-"ing) station on this occasion, as well as on the "day of the accident, certainly give a colour to "them, and I may remark that in reply to my "questions, the superintendent asserts that the "staff at Reading was as efficient and as numerous "in proportion to the amount of work to be per-"formed, between the 1st and 12th September, as "that on other parts of the line, as well as that the "porters at all the stations work as hard for as "great a number of hours, and as continuously as "those porters did between the days referred to. "After what I have said in regard to the manner "in which those porters were overworked, I need "hardly add that I consider such a state of things "on the line as alike improper towards the men "employed, and dangerous to the public safety."

Captain Tyler, therefore, declining to afford the superintendent an opportunity of proving his statements to be true, and without a particle of evidence upon the subject, ventures to pass a sweeping condemnation on the whole management of the line, in respect of the amount of staff employed. The Directors cannot imagine that anything could show more clearly the animus which Captain Tyler has brought to the inquiry, and his determination to prejudice the Directors and officers of the Company in every possible way.

22. The switchman himself says (*vide* Evidence, p. 187, line 39) "It was about 1 o'clock on the day after the accident that "Mr. Brown told me to stay at the points for the future." And therefore the superintendent thought it necessary to take the step of appointing a permanent signalman several days before the verdict of the jury was delivered.

22. Crossley having in point of fact passed the danger signal, it would certainly have been open to animadversion if the superintendent had not directed a man to stay permanently at the signals pending the inquiry before the Coroner, and the jury having recommended that a signalman should be permanently stationed for the future at the point (although they do not in the least attribute the accident to the absence of a permanent signalman) the officers of the Company, whatever their own opinion as to the necessity of the appointment might be, had no alternative but to continue the man at the post.

23. I have merely pointed out in reference to this junction, the statement of the Company's superintendent who says (page 198, line 11 from bottom,) that he had pointed out when examined before the Directors, that "the Gravesend Old Junction and the "Folkestone Incline Junction were less efficiently protected than "the Junction of Reading." As I know too well that accidents have occurred at two of these places in consequence of the inefficiency of the arrangements, and as I perceive that the Directors are taking great pains in one of these cases to justify that inefficiency, I may be excused for even repeating a caution in regard to the third, though I am not personally acquainted with it particularly as the superintendent adds in the same letter, "The engineer has also called attention (I believe) some time "since to the inefficient arrangements here as well as elsewhere "on the line."

Captain Barlow's explanations, which the Directors state that I did not think fit to give, do not appear to me to be at all in

23. The explanations referred to by the Directors, as given by Captain Barlow himself in Captain Tyler's presence, but which that officer does not think fit to give, can scarcely be those which Captain Tyler does give. The Directors alluded to the clear and explicit statement made by Captain Barlow to Captain Tyler, pending the inquiry, that between the Junction at Folkestone and that at Reading not the slightest analogy exists, and which explanation does not appear in Captain Tyler's report.

With respect to the "Memorandum" as to the duties of the Metropolitan Police, the Directors can only say that their information as to the work of the Police Serjeants, was obtained from some of the men themselves. It is observable that the "Memorandum" only states, that no constable in

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their favour. They are as follows (*vide* p. 185, line 60,)—"The reductions to which I above alluded have been made to "some extent, I cannot say to a dangerous extent; I have visited "several stations lately, such as Gravesend, Folkestone, Brick-"layers' Arms, and Tunbridge, where I have found that the "staff was not sufficient, and that at the three first the station-"masters have admitted to me that such was the case."

the winter division performs so much as fifteen hours duty a-day, which no one has alleged to be the case. The actual amount of duty of the men is not given; as it is only stated that the average number of hours they are employed is, "by day" nine or eight and a half hours, and "by night" eight hours; but it does not appear whether this represents or not the whole amount of the men's work in each period of twenty-four hours. It has been further stated, (but of course the Directors cannot vouch for the truth of the fact,) that on special occasions when an extra number of police-men are required, many of the men after being on duty during the night, go straight upon the special duty without any interval of rest and frequently remain so throughout the following day; and further, that at all events in one division the inspectors' regular duty extends over twenty-four consecutive hours, a similar period being then allowed for rest.

Railway Department, Board of Trade,
Whitehall, January 24, 1856.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your communication (without date) on the subject of the accidents which occurred near Reading and near Gravesend in September last.

I am, &c.
DOUGLAS GALTON,
Captain, Royal Engineers.

The Secretary of the
South Eastern Railway Company.

South Eastern Railway, London Terminus,
January 25, 1856.

SIR,

I BEG leave to acknowledge the receipt of your letter of the 24th instant, and regret the omission of date in my letter to you, in reference to the accidents which occurred in September last, near Reading and near Gravesend.

I shall feel obliged if you will add to the letter the date of "18th" January.

I am, &c.
S. SMILES,
Secretary.

Captain Galton, R.E.,
Railway Department, Board of Trade.

ACCIDENT AT BRICKLAYERS' ARMS JUNCTION.

South Eastern Railway.

Accident at Bricklayers' Arms Junction.

Railway Department, Board of Trade,
Whitehall, January 19, 1856.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from Lieut.-Colonel Yolland, the officer appointed by them to inquire into the circumstances which attended the accident which occurred at the Bricklayers' Arms Junction of the North Kent Railway on the 7th ultimo.

My Lords direct me to observe, that the inspecting officer attributes the accident, mainly, to the objectionable practice of using a piece of wood to block the handle of the points. It would appear that this practice has been followed there for four years, and that it is not confined to this junction.

The inspecting officer states that it is alleged that this practice had existed without the knowledge of the officers of the Company. But my Lords direct me to observe, that if this had been the case, it is a further evidence of that defective state of discipline on the railway, which they have had occasion, in the case of former accidents, to bring to the notice of the Directors.

The inspecting officer also draws attention to the fact, that the signalmen employed at this junction on Sundays are kept on duty for a period of 18 hours at a time, and that the ordinary night duty amounts to 13 hours.

My Lords have already had occasion to observe upon the danger to which the Company expose the public by overworking their servants.

My Lords trust, that the remarks of the inspecting officer upon the best mode of ensuring discipline upon the railway, will receive the careful consideration of the Directors.

It would appear, from a circular addressed to station-masters, enclosed in Colonel Yolland's report, that a gateman at Plumstead level crossing was suspended for having allowed a train to pass through the gates.

My Lords request to be informed whether the gates at this level crossing are kept closed across the railway, except when opened for the passage of trains.

I am, &c.

To the Secretary of the South Eastern Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 11, 1856.

Sir,

In compliance with the instructions contained in your letter of the 17th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident to a passenger train, which occurred on the 7th December, at the junction of the North Kent line with the Bricklayers' Arms branch of the South Eastern Railway.

This junction, generally called the Surrey Canal or Bricklayers' Arms Junction, is situated between London Bridge and New Cross Station, and it is about two and a quarter miles from London Bridge, and 1359 yards from New Cross.

The railway, at this part, is on a viaduct, the rails being about 25 feet above the natural surface of the ground; and, it consists of three lines of rail, the most northerly being exclusively used for the up Greenwich traffic; the most southerly for the up North Kent traffic; and the intermediate line for the Greenwich and North Kent down traffic.

The North Kent down line proper, commences at the Greenwich Junction, 270 yards nearer to New Cross than the Surrey Canal Junction, with a pair of self-acting facing points on the down line, weighted to stand open for the Greenwich down line, worked from an elevated signalman's box, placed opposite to the points.

A branch in the opposite direction to the Bricklayers' Arms Station, quits the main line at the Surrey Canal Junction; the up line turning off, by means of a pair of self-acting facing points, (weighted to stand open for the main line to London Bridge,) worked from an elevated signalman's box, and furnished with two semaphore signal posts and signals, one of which is used for controlling the passage of trains on the Greenwich and North Kent lines, and the other the traffic to and from the Bricklayers' Arms Station.

The Greenwich Junction is provided with a distant signal to control the passage of all up trains on the North Kent line, placed 269 yards from the signalman's box (from which it is worked) towards New Cross Station; and this signal can be seen at night, during clear weather, at New Cross Station. The down line is protected at night, by a low lamp, placed in the six feet space, intermediate to the up and down lines. There are no semaphore signals at this box, as the junction is considered to be so close to the Surrey Canal Junction, as not to require any.

The traffic between New Cross and London, and the greater portion of that between New Cross and the Bricklayers' Arms Branch, is worked by the aid of the electric telegraph. Tyer's instruments are now used, for the North Kent line, in the signalmen's boxes at London Bridge, Croydon Junction, Surrey Canal Junction, Greenwich Junction, and New Cross Stations; and, if they are not found by experience to be peculiarly liable to derangement, they appear admirably calculated to allow of the traffic being safely carried on, provided suitable arrangements be adopted. They combine the sound of a bell, to attract the attention of the signalmen, and to notify the departure or passage of a train, and the acknowledgment of the receipt of a signal; and the exhibition on a dial plate of the state of the line at the adjacent stations as signalled to them by the adjoining signalmen, with whom they are in telegraphic communication: and, in a similar manner, the signalman at an intermediate station signals the state of the line at his box to the adjacent signal boxes, and that state is exhibited on the dial plates in the adjoining boxes, and must remain so, until he alters it.

On the North Kent line of the South Eastern Railway, no record of any kind of the transmission or receipt of telegraphic signals (Tyer's instruments) is kept at the telegraphic stations, unless they happen also to be passenger or goods stations. Thus no record whatever is kept of the transmission or receipt of signals at the Surrey Canal or Greenwich Junctions. A record is partially kept at New Cross

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(passenger) Station, but it is quite insufficient to afford any check on the accuracy of the statements put forward by the signalman, regarding signals transmitted from the Greenwich Junction.

It is the practice at New Cross Station to signal to the Greenwich Junction during the day the departure of all up-trains, and I am informed this information is immediately transmitted to the Surrey Canal Junction, before the signal of acknowledgment is given to New Cross; but on the receipt at the Greenwich Junction of the signal of acknowledgment from the Surrey Canal Junction, the reply is then given to New Cross. Formerly the Surrey Canal Junction was in telegraphic communication with New Cross, as well as with the Greenwich Junction, but this was changed some time since, but I do not know why the change was made.

The signalmen's duties at the Surrey Canal and Greenwich Junctions are allotted to four men; two go on duty at 6 a.m., and remain until 4 and 5 p.m., when they are respectively relieved by the two others, who remain till after the North Kent midnight down train has passed, and then one of these leaves, and the care of the two boxes devolves on the other.

Such an alternation of the duty takes place, as frees two of these men on every other Sunday from duty from 5 a.m., when relieved, until 6 a.m. on the Monday morning, when they again go on duty; but on the other Sundays they are on duty from 6 a.m. till 12 p.m.

The grounds on which the two signalmen are dispensed with after midnight, are, that no trains pass between London and Greenwich and London and New Cross after the midnight down train, previously referred to; that the entire night traffic is limited; first, to the engine which returns to the Bricklayers' Arms branch about 1.10 a.m., after having taken down the midnight train to Woolwich: 2d., to a down goods train which leaves the Bricklayers' Arms branch at 3 a.m., and 3d., to an up coal train from Strood due about 3.50 or 4.0 a.m.; and that the points at the Surrey Canal and Greenwich Junctions are blocked after midnight, so that trains may pass from the Bricklayers' Arms branch to New Cross and back, without any necessity for their being held by the signalmen.

By the arrangements I have described,—as New Cross communicates by telegraph with the Greenwich Junction, the Greenwich Junction with the Surrey Canal Junction, and the latter with the Bricklayers' Arms,—it is apparent that telegraphic communication is virtually suspended on this part of the North Kent line and the Bricklayers' Arms branch between midnight and 6 a.m.

The particulars relating to the accident on the 7th December, are as follows:—

A pilot engine having completed its day's duty at London Bridge Station, proceeded along the down Greenwich line, passing both the Surrey Canal and Greenwich Junctions on to the North Kent down line proper, for the purpose of crossing over to the up Kent line, and thence on to the Bricklayers' Arms Station.

The cross-over road is 390 yards distant from the Surrey Canal and 119 yards from the Greenwich Junction, and the pilot engine having reached it, stopped; the driver reversed his lamps, prior to crossing to the up-line, and then went as far as the Greenwich Junction box, and delivered a sack of coals for the signalman, who assisted to lower it from the foot-plate of the engine to the ground. The pilot engine having obtained the proper signal, then went on to the Surrey Canal Junction, and stopped opposite the signalman's box, for the like purpose, of delivering a sack of coals. The engine and tender stood partly on the main line, and partly on the moveable points over which the engine had to pass to get on to the Bricklayers' Arms branch. These points were opened for the pilot engine by the signalman on duty, who, in order that he might descend the six steps leading from his platform to the ground, and assist in lowering the coals from the engine, placed a *block of wood in the groove* in which the handle of the switch moves, which effectually prevented it from moving, and the *points* were thus *set open* for a train to pass on to the Bricklayers' Arms branch. The signalman then descended from his box, turned round, and took the sack of coals off the foot-plate of the engine on his back, and again turned round and deposited the sack on the steps leading to his platform.

The pilot engine left the Surrey Canal Junction about 5.55, and the 5.26 p.m. North Kent up train, consisting of 10 vehicles in number, but equivalent to 13 in capacity, left New Cross for London, as soon as the proper

signal for starting had been given to the guard, on an intimation from the station master or telegraphic clerk that all was right. Prior to starting at 5.55, the pilot engine was seen by the driver of the North Kent up train to change its lights, and cross over from the down to the up line, and when the train did start, the Greenwich Junction distant signals stood at "*danger;*" and on passing some new houses at New Cross that obstructed the view from the station, the distant signal and the two signals at the Surrey Canal Junction were seen to be still at "*danger.*" When the train had got about half way between New Cross and the distant signal, the North Kent up signal at the Surrey Canal Junction was lowered from "*danger*" to "*caution,*" and immediately afterwards the distant signal worked from the Greenwich Junction, was also changed from "danger" to "caution."

There is no record in the telegraphic signal-book kept at New Cross of a pilot engine having passed the Greenwich Junction on either line at this hour, and the statements regarding the practice followed with respect to signalling pilot engines going to the Bricklayers' Arms Station are conflicting; but the record shows, that the 5.26 p.m. up train left New Cross at 5.55, and the signal notifying its departure was acknowledged by the Greenwich Junction at 5.55; that the train passed the Greenwich Junction at 5·57, and that the signal, "stop all up," was received from the Greenwich Junction, in consequence of the accident at 5.59.

The North Kent up train, having been shown the proper signals, proceeded at its usual rate of from 20 to 25 miles an hour, and was going at that rate when it reached the Surrey Canal Junction. The engine and tender, and the three first carriages, the last of which was an eight-wheeled saloon, passed safely on to the Bricklayers' Arms branch, whilst the remaining seven carriages were diverted to the up main line to London, and by this divergence of the two parts of the train, the couplings were broken at the saloon carriage, and four of the next carriages were thrown off the rails, blocking entirely the Bricklayers' Arms branch and the down Greenwich line, very grievously injuring three of the passengers and bruising and shaking 12 others; and had it not been for the parapet-wall it is probable some of the carriages would have gone over the side of the viaduct, and fallen into the market garden below, and the consequences might then have been still more serious.

The accident was evidently *immediately produced* by the signalman at the Surrey Canal Junction taking out the block of wood (which he had previously used for fixing the points open to the Bricklayers' Arms branch,) either before the North Kent train reached the points, or immediately after it had done so, and allowing or causing the points to shift over whilst the train was in the act of passing. Had the whole of the train been permitted to proceed on to the Bricklayers' Arms branch, no inconvenience beyond the delay would probably have resulted.

The signalman states that the switch handle was jerked out of his hand by the passage of the long saloon carriage through the points after he had taken out the block of wood from the groove; but having held the points whilst a similar train passed through in the same direction, I am unable to attach any credit to the statement, and conclude that he lost his presence of mind when he found that the train was proceeding on the wrong line, and let the handle of the switch out of his hand, and the points being self-acting, immediately shifted to their usual position. The signalman has been employed as a switchman for upwards of 20 years on the Greenwich and South Eastern Railways, and he is to be tried for neglect of duty shortly, the Railway Company being the prosecutors.

But in all probability the accident would not have occurred at all, except for the use of the block of wood. I was informed that it had been used at the same place for more than four years; that its use was not limited to that particular junction, and that the manner and time of using it was by no means uniform.

Now, if the management of a Railway Company knowingly permits a practice to be followed, which experience has repeatedly shown to be highly dangerous to the public safety, I consider the management should be held responsible for the consequences that ensue, rather than the unfortunate individual whose memory or whose want of presence of mind fails him for an instant. It is, however, stated that the use of the block of wood was unknown to the superintendent; but it is difficult to comprehend how such a practice

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could have been extensively followed for years without his knowledge, unless with the connivance of the officers of the Company.

I beg to express a very decided opinion against the *occasional* use of a block of wood, as practised on the North Kent Railway, as the very responsible duty of a switchman at facing points cannot be made too regular and invariable, so that the memory may be as little taxed as possible; but I should not object to the use of mechanical means for securing the points in certain positions at junctions, provided such means are connected with the signals by which the passage of trains is controlled, so that the act of securing the points must be made to precede the lowering the signal, and thus no train could be signalled to pass over a certain line until the points had previously been fixed open to that line. I do not think there can be any mechanical difficulty in effecting such an arrangement.

I should, however, recommend that the present practice should either be wholly abolished or established on a proper system.

I am also of opinion, that the present arrangements connected with the telegraphing of trains on the North Kent line are insufficient. A complete record should be kept of the time of the receipt and acknowledgment of every signal, its nature, and the nature of the reply.

At no station is this so necessary as at junctions, where the chances of accidents are greatly increased; and the time of the arrival and departure or passage of trains at stations should be separately given, and not be limited, as at the present time at New Cross, to the time of departure.

As the Greenwich Junction has no semaphore signals, and as only one signalman does the duty at the two junctions during a portion of the night, I think the telegraphic communication between New Cross and the Surrey Canal Junction should be restored, and means be provided for working the distant signal belonging to the Greenwich from the Surrey Canal Junction after midnight.

To show the attention devoted to "securing" the public safety, the superintendent handed to me the printed copy of the accompanying circular to all station-masters (marked A.) I inquired whether the Company had, in addition "to these stringent measures," ever followed the practice adopted on many lines of railway with highly beneficial results, of giving rewards to men placed in responsible situations for continued attention to, and for the correct performance of their duties, and was answered in the negative, but informed that advances of pay took place according to length of service.

I am of opinion that this subject is very deserving of the special consideration of the Directors of the South Eastern Railway Company, as it is perfectly well established, that to improve the discipline of large bodies of men, not only is it necessary to punish indifferent conduct, but of the highest importance to hold out rewards for continued good conduct during certain intervals of time; and I am satisfied that the small additional annual expense which such a system of rewards would probably entail on the Company would be much more than saved by the diminished damage to their property that would result therefrom.

I must not conclude without remarking on the very large number of hours (18,) the signalmen at these two junctions are employed on Sundays; if any accident should occur on that day at a late hour from the negligence of the signalmen, a heavy responsibility would rest on the Directors who allowed such hours to be continued after their attention had been specially called to the subject; and I have further to state that the attendance from 4 or 5 p.m. during the night and until 6 a.m., appears to me to be also decidedly too long. Between midnight and 6 a.m., there is very little doing on the line to occupy the attention or to require the exertion of their energies, and I notice that among the convictions before the magistrates recorded in paper A., two are for "having been asleep whilst on duty," but their hours of labour are not mentioned.

I have, &c.

Captain Galton, R.E.

W. YOLLAND,
Lieut.-Col., Royal Engineers.

P.S.—I enclose a tracing showing the junction between the North Kent line and the Bricklayers' Arms branch.

W. Y.

South Eastern Railway.

(A.)

South Eastern Railway.

Accident at Bricklayers' Arms Junction.

RETURN of the COMPANY'S SERVANTS fined or otherwise punished, for Neglect of Duty and Breach of the Company's Rules and Regulations and General Orders, during the Month of October 1855, pursuant to General Order No. 122.

Circular to all Station-masters.

IN transmitting to you a statement of fines or other punishment inflicted upon the staff during the month of October, I am instructed by the Directors to call your particular attention to the criminal proceedings which have been instituted against certain of the Company's Servants, for infringement of the Rules and Regulations, or dereliction of duty; and to request that you will forthwith assemble the men at your station, and read and explain the same to them, in the hope that they may be warned against committing themselves in like manner.

I am also further instructed to inform you, that, in consequence of the numerous instances of inattention and reckless conduct which have recently been reported, and which have jeopardized and imperilled the safety of the public, besides causing serious damage to the Company's property, the Directors have resolved (*in addition to dismissing the offender from their service*) to prosecute before the magistrates all those who shall be found guilty of any neglect of duty whatever; and that the fact of no serious consequences resulting from the negligence of the offender will not be accepted as any excuse or mitigation.

The Directors regret their being obliged to have recourse to these stringent measures, but the interests of the Company and the safety of the Public render it imperative that the powers vested in them by the law should be *vigorously exercised* to enforce strict discipline amongst the staff, and obedience to the published *Rules and Regulations* formed for the more efficient working of the railway, and also for securing the safety of the public travelling thereon.

Charles Chester, Night Watchman, Charles Chester the younger, and James Ashdown, } *Porters,* } *At the Gravesend Station* were severally charged before the Magistrates sitting in Petty Sessions holden at Gravesend on the 8th instant, for having neglected to replace a turntable which they had been using, and thereby causing an engine and several carriages to run off the line. The charge having been proved,

Charles Chester the younger was fined five shillings and costs, or seven days' imprisonment;

James Ashdown was fined one pound and costs, or ten days' imprisonment;

Charles Chester, the night watchman, was fined five pounds and costs, or one month's imprisonment; the latter, not being able to pay the fine, was committed accordingly to Maidstone Gaol.

William Ashton, Gateman, at the Plumstead Crossing, on the North Kent Railway, was charged before Mr. Traill, the sitting magistrate at the Woolwich Police Court, on the 12th instant, of having been found asleep whilst on duty, and neglecting to open the gates entrusted to his care. The charge having been proved, he was convicted and sentenced to one calendar month's imprisonment. *The magistrate expressed his intention in all similar cases of neglect of duty to commit the offender to prison, without the option of paying a fine.*

James Sopp, Switchman and Signalman at Mercer's Crossing, on the Bricklayers' Arms branch, was charged before Mr. A'Beckett, the sitting magistrate at the Southwark Police Court, on the 13th instant, with having been asleep whilst on duty. The charge having been proved, he was convicted and sentenced to pay a fine of five pounds and costs, or in default of payment to be imprisoned for one calendar month. *He was committed to prison until the payment of the fine.*

William Disbury, Porter of the Dartford Station, was charged before the magistrates sitting in Petty Sessions at Dartford on the 27th instant, with being found drunk whilst on duty. The charge having been proved, he was convicted and sentenced *to one calendar month's imprisonment with hard labour, without the option of paying a fine.*

N.B.—All the above men have, in addition to the above penalties, been dismissed from the Company's service.

FOR THE STAFF GENERALLY.

A Porter at Woolwich - - - - - - - - - *Fined* 1 0
for absenting himself from the Station for two hours without leave.

A Cartman at London - - - - - - - - - *Fined* 7 7
for non-delivery of a parcel, the value of which he had to pay.

A Porter at Higham - - - - - - - - - *Fined* 1 0
for neglecting to send goods sheets to Dartford.

A Switchman at Ashford - - - - - - - - - *Fined* 5 0
for neglecting to put out the lights at Hastings Junction signal posts.

A Porter at London - - - - - - - - - *Fined* 5 0
for receiving a gratuity.

A Porter at London - - - - - - - - - *Suspended for a Week.*
for impertinence to an Inspector.

A Porter at London - - - - - - - - - *Fined* £1 0 0
for taking charge of a passenger's coat, which was afterwards stolen or taken away from the station; the rule being that passengers' property be deposited in the Cloak Room.

A Porter at Greenwich - - - - - - - - - *Fined* 4 0
for neglecting to fasten a carriage door, afterwards damaged in consequence.

A Porter at London - - - - - - - - - *Fined* 1 0
for not being in attendance (when acting as guard) to work his train.

South Eastern Railway

Accident at Bricklayers' Arms Junction.

A Switchman at London - - - - - - - - - *Fined* 6 6
for neglect of duty.

A Porter at London - - - - - - - - - *Fined* 1 0
for allowing passengers to get into a wrong train.

A Guard at Hastings - - - - - - - - - *Fined* 2 6
for neglect of duty.

A Watchman at Minster - - - - - - - - - *Fined* 1 0
for delaying a train through improper signalling.

A Porter at London - - - - - - - - - *Fined* 1 0
for allowing a passenger to enter a train with an improper pass.

A Switchman at London - - - - - - - - - *Fined* 9 10
for neglect in allowing an engine and truck improperly on Greenwich Line.

A Switchman at London - - - - - - - - - *Fined* 6 7
for the same offence.

A Guard at London - - - - - - - - - *Fined* 4 3
for neglect as regards signals.

A Guard at London - - - - - - - - - *Fined* 3 3
for neglect as regards signals.

A Gateman at Plumstead Crossing - - - - - - *Suspended for a Week.*
for allowing a train to run through his gates.

GOODS DEPARTMENT.

A Goods Porter at Rye - - - - - - - - - - *Dismissed.*
for omission to fasten back properly the goods shed gate, whereby it was broken by a truck in being shunted.

A Goods Clerk, Bricklayers' Arms - - - - - - - *Fined* 2 6
for invoicing a consignment of goods to wrong station.

A Loader at Bricklayers' Arms - - - - - - - - *Fined* 1 0
for improperly loading a truck of malt for Dover.

A Loader at Bricklayers' Arms - - - - - - - - *Fined* 1 0
for the same offence.

A Train-former at Bricklayers' Arms - - - - - - - *Fined* 10 0
for causing delay to a truck of cheese, by omitting to place it in the train.

A Shipper at Bricklayers' Arms - - - - - - - - *Fined* 10 0
for allowing his men to overload a truck.

A Porter at Shalford - - - - - - - - - *Fined* 2 6
for loading goods in error.

A Porter at Shalford - - - - - - - - - *Fined* 2 6
for the same offence.

I take this opportunity of calling the attention of the staff generally to the serious damage occasioned to the rolling stock, principally owing to carelessness in shuntiug and coupling, more particularly into sidings provided with turned-up rails ; and to intimate that the Directors have resolved to punish, by dismissal from the Company's service, all future instances of damage, when the same is traceable to the carelessness and inattention of the shunter.

G. W. BROWN,
Superintendent.

London Bridge Terminus, October 31, 1855.

South Eastern Railway, London Terminus,
January 25, 1856.

SIR,

I AM directed by the Board of the South Eastern Company to acknowledge receipt of your communication, dated the 19th instant, enclosing copy of Lieut.-Colonel Yolland's Report on the circumstances which attended the accident which occurred at the Bricklayers' Arms junction of the North Kent Railway on the 7th December ultimo, and to inform you, that the suggestions contained in those communications shall receive the careful consideration of the Directors.

I have, at the same time, to acknowledge receipt of your letter, dated yesterday, enclosing copy of the same inspecting officer's report upon the circumstances which attended the collision at Strood station on the 25th ultimo, the suggestions contained in which shall also receive immediate attention.

I have, &c.
S. SMILES,
Secretary.

Captain Galton, R.E.,
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, January 30, 1856.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter, of the 25th instant, relative to the accidents at the Bricklayers' Arms junction and at Strood.

My Lords instruct me to state, that they are desirous of receiving a reply to the last paragraph of my letter, of the 19th inst., on the subject of the accident at the Bricklayers' Arms junction, requesting "to be informed whether the gates "at the Plumstead level crossing are kept closed across the railway, except "when opened for the passage of trains?"

South Eastern Railway.

Accident at Bricklayers' Arms Junction.

I am, &c.

The Secretary of the South Eastern Railway Company.

Douglas Galton, *Captain, Royal Engineers.*

South Eastern Railway, London Terminus, February 2, 1856.

Sir,

In answer to your letter, dated the 30th ult., repeating an inquiry made in your communication dated the 19th, on the subject of the accident at the Surrey Canal junction of the North Kent Railway, I am now to inform you, with reference to the gates at the Plumstead level crossing, that those gates are kept closed across the railway, except when opened for the passage of trains; this arrangement being in conformity with the Company's rules and regulations as laid down for the guidance of the gatemen.

With reference to the remarks contained in the Report of Colonel Yolland, dated the 11th January, and which are referred to in your letter dated the 19th instant, as to the hours of labour of switchmen employed at the Surrey Canal junction on Sundays, I am to remind you that the circumstance of any one of the switchmen being on duty for so long a period as 18 hours occurs only once a month, in the order of rotation arranged amongst the switchmen for their mutual relief from duty; and I am to state further, that on one of the other Sundays during the month, the switchmen by turns are on duty for only 8 hours, while on the remaining two Sundays of the month they are by turns entirely relieved from duty.

I would further venture to observe, that the accident at the Surrey Canal junction was in no way attributable to the fact of the arrangement above referred to, by which one of the switchmen remains at the junction in turn for 18 hours on one Sunday in each month; the accident in question having taken place on a Friday evening, only an hour after the switchman in charge had come upon duty.

From the observations made by the inspecting officer in the course of his report, it would appear that an impression exists in his mind, which also seems from your letter to have been communicated to their Lordships, that the switchmen on this railway are generally overworked. I, therefore, beg to state, as an illustration of the actual practice, that there are four men appointed to work the switches and points in question, namely, the Surrey Canal and Greenwich junctions. These men work round in rotation every month, and the average time that they are on duty during the whole of the days of the month, exclusive of Sundays, does not average more than 10 hours per day, a period of attendance which, I would submit, looking at the comparative easy nature of the duty, is not unreasonable. With reference to the suggestion made by Colonel Yolland, that the Directors of this Company should give rewards to the men placed at important points (it is presumed, in the shape of increased pay,) for continued attention to and the correct performance of their respective duties, I have to state that the practice has been virtually adopted for some time on this railway, and that we are now paying to switchmen and others a large sum annually in the form of length-of-service money. Thus, the pointsman who was in charge at the Surrey Canal junction when the accident referred to occurred, and who was a man of habitually steady conduct, was in the receipt of 25*s.* 2*d.* weekly, a rate of remuneration which, I venture to say, you will find to be in excess of that paid for the same description of labour on every other railway in the kingdom.

The Directors, however, regret to find on inquiry that the existing mode of reward has not proved so successful as they could have desired, and they will, therefore, be ready to reconsider the whole subject on the suggestion of the inspecting officer.

The other suggestions made by Colonel Yolland, as to the use or otherwise of

South Eastern Railway.

Accident at Bricklayers' Arms Junction.

mechanical agency for the purpose of steadying the points, shall in like manner receive the careful consideration of the officers of this Company.

I have, &c.

Captain Galton, R.E.,
Railway Department,
Board of Trade, Whitehall.

S. Smiles,
Secretary.

Railway Department, Board of Trade,
Whitehall, February 4, 1856.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter, of the 2d instant, upon the subject of the accident which occurred at the Bricklayers' Arms station of the North Kent Railway.

The first paragraph of that letter states that the gates at the Plumstead level crossing, in conformity with the Company's regulations, are kept closed across the railway, except when opened for the passage of trains.

My Lords direct me to observe, that the 47th section of the Railways Clauses Consolidation Act provides that the gates at a level crossing shall be kept generally closed across the *road*, unless an opposite course be ordered by their Lordships.

My Lords are not aware of ever having made any order of this nature as regards the Plumstead level crossing; and they, therefore, request to be informed upon what grounds the South Eastern Railway Company are thus acting in contravention of the law.

I am, &c.

The Secretary of the
South Eastern Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Accident at Strood.

Railway Department, Board of Trade,
Whitehall, January 24, 1856.

South Eastern Railway.

Accident at Strood.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the Report of the officer appointed by them to inquire into the circumstances which attended an accident that occurred on the 25th ultimo to a passenger train at the Strood station of the South Eastern Railway.

My Lords direct me to call the attention of the Directors of the South Eastern Railway Company to Lieutenant-Colonel Yolland's remarks:

1st. That the supervision exercised or vigilance displayed by the sub-officers of the Company is not calculated to "secure" the public safety.

2d. That the signalman on duty on Sundays at the place where the accident happened is kept at his post for *nineteen* consecutive hours.

3d. That he is not provided with any clock or watch, and that the arrangements as to signalling and telegraphing trains at Strood are not satisfactory.

My Lords regret to perceive that the remarks which they have been compelled to address to the Directors of the South Eastern Railway Company upon the management of their line and the over-working of their servants in the cases of recent accidents on other parts of the railway have not led to any such improved system of working the line as is calculated to afford safety to the public travelling on the railway.

I am, &c.

The Secretary of the
South Eastern Railway Company.

Douglas Galton,
Captain, Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 12, 1856.

Sir,

In obedience to the instructions of the 29th ultimo, I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with a collision which occurred on the 25th December at the Strood station of the North Kent Line of the South Eastern Railway.

It appears that when the 10.50 down passenger train approached Strood on the morning of the 25th December, the driver found the distant signal, exhibited in the tunnel west of the station, standing at "caution;" and, as he was emerging from the tunnel, travelling at the usual rate of 10 or 12 miles an hour, he observed that the station semaphore signal was also at "caution," and he proceeded, with the intention of stopping at the ticket platform, and passed the semaphore signal and, 29 yards beyond it, a pair of facing points leading off the main line to the goods siding in the yard, and immediately afterwards came into violent collision with the empty carriages which had formed the 10.0 A.M. down train, severely injuring one of the female passengers, and bruising some others, besides doing a good deal of damage to the Company's rolling stock; the driver received no intimation that anything was wrong with the points, which are self-acting, and weighted to stand open for the main line, and, in consequence, had not time to reduce his speed.

The station-master was called out of the office, and the signalman, whose duty it was to attend to this pair of facing points, was observed to be coming from the office, and he was asked by the station-master why he was not at his proper post attending to the points, but gave no satisfactory reply; and when the passengers had all got out of the train, and that portion of it which remained on the rails had been brought out of the siding on to the main line, the self-acting points were tried, and found not to work properly, but remained in any position in which they were set; and on examination it was ascertained that they had not been oiled that morning, and, in consequence, would not act.

Two men are allowed for the proper performance of the signalman's duty; one comes on duty at 6 A.M., and remains till 6 P.M., with an hour and a half allowed for dinner between 1.30 and 3.0 P.M.; the other commences at 1.30 P.M., and remains till 1.0 A.M., with an hour allowed for him to take his tea between 5.0 and 6.0 P.M. On Sundays, in order to allow one man to be free from duty, the other takes the whole of the duty from 6.0 A.M. till 1.0 A.M. These two men take the night duties on alternate weeks. Their duties consist in having to attend to the semaphore and distant signals; in taking care of and oiling and cleaning 18 pairs of switches, and in holding the points for the shunting of trains in the yard, when down trains are not due.

The station-master informed me that he had repeatedly cautioned the signalmen to pay particular attention to these facing points, and he showed me recently written orders which he had issued to them on the same subject; and the Company's printed Book of Regulations, issued to the signalmen, are explicit in pointing out, that "when a train has passed over, he (the signal-"man) is to see that no particle of coke or dirt has dropped within the points, "so as to prevent their closing, and also, that they are replaced in the proper "position. He is also to try his points before the passing through of a train, "that he may be thoroughly satisfied there is no impediment to their true "working." And further, "in facing points where the switches are not secured "by lock, or otherwise, so as to render it impossible for them to open when not "required, the switchman in charge *shall attend and steady them* as a train or "engine passes over."

These facing points are supposed to have been *set open for the siding*, and *closed for the main line*, by the passing out of the engine, which placed the empty carriages of the 10 A.M. down train in the siding, which was completed about 10 or 20 minutes before the 10.50 A.M. train became due, and the signalman was then at his duty, and perfectly sober.

All the testimony I could collect appeared to establish the fact that the signalman was absent from his post at the signals and facing points, when the 10.50 A.M. train arrived. It is said that he was seen in the porters' room at the station 10 or 12 minutes before the accident occurred, at which time, the train was overdue; and thus there appears to be no doubt that the accident was entirely occasioned by his misconduct in absenting himself from his post, and neglecting his duty in not having seen the points set open for the main line, as the Company's regulations, if properly carried out, sufficiently provide for the public safety, in the event of his unavoidable absence from his post, by directing the signals to be placed at "danger." I have made two attempts, but without success, to see this signalman who is about to be prosecuted by the Company for neglect of duty.

I should, however, observe, that the second signalman told me that he had

South Eastern Railway.

Accident at Strood.

been employed four years at the duty in the Strood yard, under two different station-masters; that an inspector goes through the yard every week, and sometimes more than once in a week; that during the whole of the time, he (the signalman) never "steadied" a facing point during the passage of a train, and that he was never told to do so.

If this statement be correct, and I see no reason to doubt it, the supervision exercised or vigilance displayed by the responsible sub-officers of the South Eastern Railway Company, in enforcing the printed regulations, is of an extraordinary nature, and not calculated to "secure" the public safety.

It will be noticed that the hours of attendance for the signalman on Sundays amount to nineteen, but as I have already drawn their Lordships' attention to this subject in my report of the 11th instant, it will be unnecessary again to repeat it.

The Company's regulations direct the signalman to attend the arrival and departure of trains, but the signalman's box is not provided with either a clock or a watch to enable him to know the time, and his signal is about 319 yards distant from the telegraph and station-clock.

I understand the Company will in the course of a few months open a branch to Maidstone, and as this branch will be connected with the main line of the North Kent Railway at or very near these facing points, I would recommend that the whole subject should receive the careful consideration of the Directors of the South Eastern Railway Company, with the view of bringing the levers for working the switches and the handles for the signals into one box, furnished with a time-piece, and to establish the telegraph for working the traffic in this box instead of keeping it, as at present, at the station, giving the duty to a signalman, but not sanctioning his being employed in holding points for the shunting of trains in the yard.

I have, &c.
W. Yolland,
Lieut.-Col. Royal Engineers.

Captain Galton, R.E.,
&c. &c.

P.S. I have, since writing the preceding report, received a statement made by the signalman to you, and have made further inquiry into the particulars he details, but they do not afford any ground for modifying the opinions I have already expressed.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

RETURN

OF THE

NUMBER and NATURE of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on all the RAILWAYS open for Traffic in ENGLAND and WALES, SCOTLAND, and IRELAND respectively, from the 1st of January to the 30th of June 1856.

Presented to both Houses of Parliament by Command of Her Majesty,
25*th July* 1856.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

ENGLAND AND WALES - - - - - - - - - - 3
SCOTLAND - - - - - - - - - - - - 13
IRELAND - - - - - - - - - - - 14

TURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on all the RAILWAYS open for Traffic in *England* and *Wales*, *Scotland*, and *Ireland* respectively, from the 1st of January to the 30th of June 1856.

ENGLAND AND WALES.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.	Abingdon Junction	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Ambergate, Nottingham, and Boston, and Eastern Junction.	–	–	–	–	–	–	–	–	–	–	..	–	–	–	*See* "Great Northern."
	Bedale and Leyburn	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Bideford Extension	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
May	Birkenhead, Lancashire and Cheshire Junction.	–	–	–	–	–	1	–	–	–	–	–	–	–	–	– Collision. Special train of empty passenger carriages came into collision with a goods waggon drawn by a horse, which was being taken from a siding at the Frodsham station while the train was passing. Atherton, a labourer driving the horse, severely injured, and the horse killed.
	Blyth and Tyne	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Bodmin and Wadebridge.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Bristol and Exeter	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
March	Chester and Holyhead	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Thomas Williams, a waggon repairer, whilst incautiously repairing a waggon in a goods shed without having given the necessary signal, was run over and killed in consequence of other waggons coming in contact with it.
May	ditto	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– Collision. The 10. 25 P.M down mail train overtook a special luggage train near Penlaw siding about 1½ mile from Bangor, causing the death of John Landsborough, the assistant breaksman of the latter.
May	ditto	–	2	–	–	–	–	–	–	–	–	–	–	–	–	– Collision at Broughton station. Coal train ran into a mixed passenger and cattle train in which there were some passengers in charge of cattle, two of whom, Messrs. John Simpson and Joseph Whildon, were slightly bruised.
	Chester Joint Station	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Cockermouth and Workington.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Coleford, Monmouth, Usk, and Pontypool	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dowlais	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	East Anglian	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
n.	Eastern Counties	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– Joseph Hensley, lamp-boy at the Norwich station, incautiously getting between carriages for the purpose of uncoupling them, fell, and had his arm crushed.
an.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Askew, goods guard, attempting to get upon an engine in motion at the Stratford station had both legs lacerated by the wheels ; died afterwards.
an.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Thomas Arnold, engine-driver, from his own want of caution had his foot crushed whilst walking on the line attending his engine at the Custom House station (died on the 11th Feb.)
b.	ditto	–	7	–	–	–	–	–	–	–	–	–	–	–	–	– Collision between a passenger train and a goods train at the Bishopsgate station. Seven passengers slightly bruised.
b.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Henry Sarjeant, night porter, run over by a goods train and killed, whilst incautiously standing upon the line near the Dullingham station.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.																
3 Feb.	Eastern Counties—*cont.*	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– A man named Bures, of unsound mind, over and killed whilst trespassing on the near Ingatestone.
9 March	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Hobbs, a guard, crushed so severely betw trucks which he was incautiously coupling Elsenham, that death ensued.
14 March	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Sandford, a greaser, incautiously attempt to get upon the steps of a carriage in motion the Bishopsgate station, fell, and was run o and killed.
16 March	ditto	–	–	–	–	–	–	1	1	–	–	–	–	–	–	– Fluck, a shunter, killed, and Reads, guard of a cattle train, injured; both be knocked down whilst they were incautiou shunting a portion of the train.
16 April	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– James Clarke, plate-layer, fell, from his want of caution, from a truck in motion Brentwood. Arm broken.
22 April	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Banham (trespasser) run over and ki whilst crossing the line at the Cheshunt stat He was the son of the station master.
26 April	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Higgins, signalman, run over and kille the March station whilst incautiously stand on the line.
6 May	ditto	–	–	–	2	–	–	–	–	–	–	–	–	–	–	– Mrs. Boram and child, passengers by a t to Romford, having walked along the l instead of leaving the station by the pro way, were knocked down and severely inju by a milk van.
14 May	ditto	–	2	–	–	–	–	–	–	–	–	–	–	–	–	– Passenger train ran into the Woolwich tion at too high a rate of speed, in conseque of the failure of the break of the guard's and came into collision with the perma buffers, causing slight injuries to two passen (names unknown).
	East Grinstead	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* London, Brighton, and South Coast.
9 Jan.	East Lancashire	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Benjamin Hindle, goods fireman, inc tiously riding upon the side of an empty wagg which was being shunted at Bury, fell off, was run over and killed.
2 Feb.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– James Kay, 72 years old, run over killed whilst crossing the line at a foot cross near the Summerseat station.
15 June	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Jesse Smith struck by a train and ki whilst trespassing on the line near Bury.
	East Suffolk	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Furness	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
12 Jan.	Great Northern	–	18	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. A passenger train for Lon overtook and ran into a coal train near Hatfield station. Miss Spencer and 17 ot passengers injured, the greater number v slightly.
16 Jan.	ditto	–	2	–	–	–	–	–	–	–	–	–	–	–	–	– Tyre of a wheel of a first-class carriage an express train broke, when near the Talli ton station, causing the carriage to fall upon side. Lady Harris, one of the passengers, the small bone of her arm broken; and Ma Smythe, another passenger, received some bru
17 Jan.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– William Mange, labourer in the service the company, knocked down and killed wh incautiously walking along the line near Huntingdon station.
1 Feb.	ditto	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– Joseph Dows, fireman, whilst oiling his gine in the Boston yard, received such ser injuries in consequence of the driver hav set the engine in motion, in ignorance of De employment, that death ensued.
6 Feb.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Joseph Pratchell, servant of company horse shunter), crushed between buffers killed while incautiously shunting waggons the Boston station.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.																
Feb. -	Great Northern—*cont.*	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - George Daniels run over and killed near Biggleswade whilst trespassing on the line.
Feb. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Richard Prince, shunter, run over and killed in the Boston yard, whilst incautiously standing between the rails.
Feb. -	- ditto - -	–	–	–	–	–	–	–	–	2	–	–	–	–	–	- - Wife and child of a plate-layer named Giddings killed at the Decoy level crossing near Doncaster. It appears that the platelayer had charge of the level crossing, and lived in the gatehouse. The child ran out from the house on to the line; and whilst the mother was endeavouring to remove the child, both were struck by a passenger train; the child was instantaneously killed, but the mother survived until the 21st February.
Feb. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - Sophia Sullivan, crossing the line at the Colney Hatch level crossing, despite the warning of the gatekeeper, who was engaged at the moment in raising a signal, was run over and killed.
Feb. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - William Ashton, aged 94, run over and killed while crossing at an occupation road about 2 miles north of St. Neots.
May -	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	–	–	- - John Gray, horse shunter, in consequence of using a disabled break fell in front of his waggon which he was shunting in the Boston yard, and was killed. Verdict at inquest, "Manslaughter against the waggon examiner."
May -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - John Kirk, policeman, struck by an engine and killed whilst incautiously closing the gates at the Tallington station.
June -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Samuels, platelayer, run over and killed whilst incautiously walking along on the line at night near Hadfield.
June -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Thompson, plate-layer, run over and killed whilst incautiously walking (to his home) through the Copenhagen tunnel near King's Cross.
January	Great Western -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	- - A third class passenger, name unknown, having incautiously strayed from the platform at the Gobowen station, was run over and killed.
January	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Wise, contractors servant (labourer), through want of caution on his own part, was knocked down and killed by a goods train.
January	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - John Carver, policeman, run over and killed at the Pangbourne station (from supposed want of caution on his own part) by a mail train.
January	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Amos Rhodes Hill, contractors servant, caught between two trucks and killed whilst incautiously crossing the coke line near the engine house, Paddington.
Feb. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Thomas Freeman, pointsman at Didcot, run over and killed by an engine in consequence of his not turning the points to keep it on its proper line.
March	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Charlotte Brian, trespasser, knocked down and killed by a train whilst walking upon the line near Ross.
April -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	1	–	- - William Bennett, son of a man employed by a freighter to unload coals in the Hungerford station, caught between buffers of trucks, through his own want of caution, and killed.
April -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Edward Yates, guard, incautiously passing between waggons in motion and others which were standing in the Paddington station, was caught between them and killed.
April -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Elijah Hill, labourer in the service of the company, run over and killed whilst incautiously standing upon the line at the Gloucester station.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.																
11 June -	Great Western—*cont.*	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - James Pitchford, station master at Bas church, run over and killed whilst incautiously crossing the line at that station.
	Horncastle - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Northern."
	Hull and Holderness	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Kendal and Windermere	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
26 January	Lancashire and Yorkshire.	–	–	–	–	–	–	–	–	–	–	–	–	1	–	- - Mr. Varly, a coal merchant, whilst standin upon the line at the Berry Brow station readin a note, was struck by an engine and killed.
2 Feb. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Samuel Sutcliffe, switchman, caught betwee buffers and killed whilst incautiously uncouplin waggons near the Middleton station.
3 April -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - John Smith, breaksman, incautiously gettin off an engine in motion at the Bolton statio was run over and killed.
4 April -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - William Howarth, trespasser, run over an killed whilst walking along the line nea Barnsley.
16 April -	- ditto - -	–	–	-	–	1	–	–	–	–	–	–	–	–	–	- - Alfred Tye, a platelayer, employed on th line near the Cleckheaton station, struck b the cover of a van, which had got loose, an killed.
1 May -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Thomas Pearson, a carter, caught betwee buffers of goods waggons and killed, whil trespassing at the Blue Pits station.
6 May -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Henry Watson, pointsman at the Pimb Lane station, run over and killed whilst incau tiously walking along the line at night.
28 June -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Thomas Shawe run over and killed whil trespassing (in a state of temporary insanity near the Westhoughton station.
29 June -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - George Berry, fireman, fell whilst passin between carriages to uncouple them at th Victoria station, Manchester, and had his arm severely crushed by the wheels.
3 March	Lancashire and Yorkshire and East Lancashire Railways, Liverpool and Bootle, and other Joint Lines and Stations.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - John Warburton, breaksman, incautiously attempting to couple waggons in a siding on th Clifton and Manchester line, was caught betwee the buffers and injured.
14 June -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - John Caldwell, labourer on the line, whil incautiously removing ballast at Windsor Bridg near Salford on the Clifton and Manchester Railway, was struck by a passing train an injured.
5 May -	Lancaster and Carlisle	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Robert Elliott, breaksman, incautiously standing upon the top of a sheep van in motion pointing to his cap which he had lost, came in contact with a bridge near the Brock statio and was killed.
	Leeds, Bradford, and Halifax Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Liskeard and Caradon (Mineral Line)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Liverpool, Crosby, and Southport.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Lancashire and Yorkshire."
	Llanelly Railway and Dock.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Lynvi Valley -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
January	London and Blackwall	–	–	1	–	–	–	–	–	–	–	–	–	–	–	- - William Mitchell, a passenger by the 6½ u train from Blackwall, having jumped out of th train, which had slightly overshot the platform but which was still in motion, at the Shadwe station, fell over the parapet wall of the viaduc into the street below, and was so seriously injured that death ensued.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
56.																
. -	London and North-western.	–	1	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision. A special coal train overtook a passenger train which was just starting from the Birdingbury station on the Rugby and Leamington branch line, causing injury to one passenger.
. -	ditto - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision. Express passenger train from Scotland came into collision with the engine of a goods train which projected from a siding at the Watford station; no person injured, but the traffic on both lines was stopped for several hours.
eb. -	ditto - -	–	–	–	–	–	1	–	–	–	–	–	–	–	–	- - Collision. The 11·50 A.M. down passenger train to Leeds came into collision with an up coke train at the Huddersfield station. No passenger injured; but E. Hyde, the breaksman of the coke train, was so severely injured in his foot as to require amputation of four toes.
ril -	ditto - -	–	–	–	–	–	–	–	–	–	–	3	–	–	–	- - Collision. Passenger train came into collision with a platelayer's lorry, which had been taken upon the line near Patricroft at night, without leave, killing three trespassers, named Ward, Smith, and Cavanagh, who were riding on it.
pril -	ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	1	1	- - Two persons, Mrs. Goodyear and Mrs. Carrol, imprudently crossing the line at the Stockport station, although warned not to cross, were struck by a train. The former was killed, and the latter severely injured.
pril -	ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	- - John M'Grath, a child, fell from a third-class carriage in motion, near Broad Green, on the 20th April, and died on the 5th May. It appears that the door was fastened when the train started, and it is not known how it came to be opened.
ay -	ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	–	–	- - Joshua Bailey, passenger, got upon the roof of a carriage without leave, and coming in contact with a bridge between Wortley and Leeds, was killed.
May -	ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Mary Anne Ashcroft run over and killed whilst trespassing near the Golborne station.
May -	ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	–	–	- - Waggon of a goods train thrown off the rails at self-acting facing points at Edge Hill, causing the death of William Lawrenson, breaksman.
May -	ditto - -	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	- - Suicide. Boy about 14 years of age deliberately laid himself across the rails near the Longsight station, in front of an approaching train, and was run over and killed.
ne -	ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - John Wood, fireman, incautiously walking along the framing of his engine, whilst it was moving out of the Camden station, slipped his foot between the wheels, and was so severely injured that death ensued.
une -	ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Axle of a waggon in a goods train from London to Manchester broke when near Armitage on the Trent Valley line; no person injured. Two passenger trains delayed for some time in consequence of both lines being blocked.
n. -	London and South-western - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - Mrs. Hardy, wife of a platelayer, knocked down and killed by a passing train at an occupation level crossing near the Wareham station.
an. -	ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Palmer, a platelayer, had his foot crushed in attempting to get into a train in motion near the Romsey station.
eb. -	ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - James Lake, breaksman, caught between buffers and severely injured whilst incautiously coupling a waggon to a tender at the Guildford station.
eb. -	ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - George Marshall, trespasser, run over and killed near the Micheldeverer station.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.																
20 Feb.	London and South-western—*cont.*	–	–	–	–	–	–	–	–	–	–	1*	–	–	–	– – George Jackson committed suicide by laying himself down on the rails near the Eling station in front of an approaching train.
24 Feb.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– – Thomas Cookman, guard, through want of caution, fell from the steps of a carriage in motion, and broke his arm; since amputated.
29 Feb.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– – Collision between two goods trains at the Guildford junction; no person injured.
26 Mar.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– – Edward Thomas run over by a train and killed between the Dean and Salisbury station whilst he was crossing the line at a foot crossing.
10 April	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – William Legg, a person having business at the Poole Junction station, improperly rode up on the step of a carriage, and coming in contact with the platform, was knocked off, and was run over and killed.
23 April	ditto	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– – Mr. D. Wooley, passenger by a long special train from Portsmouth, which stopped at a platform extended beyond the platform at the Basingstoke station, got out of the train, it being dark at the time, and stepping on the parapet wall of the viaduct, fell over and broke his leg and arm.
10 May	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– – James M'Lenon, porter, attempting to get upon an engine in motion at the Portsmouth station, had his foot crushed by the wheels.
19 May	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – Edward Bundy, breaksman, incautiously coupling a goods train at the Ringwood station was caught between the waggons and killed.
12 Jan.	London, Brighton, and South Coast.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – John Gates, porter at the Fay Gate station, Horsham, incautiously attempting to couple trucks whilst in motion, fell, and was run over and killed.
17 Feb.	ditto	–	–	1	–	–	–	–	–	–	–	–	–	–	–	– – William Bird, a passenger, 73 years of age, getting out of a carriage at the Epsom station before the train had stopped, fell between the platform and the train, and was killed.
1 March	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – William Hall, goods porter, whilst incautiously unloading trucks in the Brighton goods yard, had his hand so severely crushed that death ensued.
7 March	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – William Heaver, trespasser, crushed between some trucks and a wall in the goods yard at Hassocks Gate station, and died in consequence.
10 March	ditto	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– – Mary Ann Croxford, passenger, attempting to get into a train in motion at the Sydenham station, fell and was severely injured.
15 March	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – James Scott, horse driver in company's service, run over and killed at the Kingston station whilst endeavouring to get his horse off the line.
24 March	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– – James Swan, run over and killed while crossing the line at the Puddling Field level foot crossing near the Mitcham station.
22 April	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– – Stephen Morley, labourer, incautiously sitting on the side of a ballast waggon in motion, near the Falmer cutting, fell off and was severely injured.
16 May	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – William Clark, labourer, struck by a train and killed whilst incautiously endeavouring to remove his pickaxe from the line, at the West Croydon station.
28 May	ditto	–	–	1	–	–	–	–	–	–	–	–	–	–	–	– – Charles Garner, a passenger, imprudently attempting to get into a train which was shunted into the London Bridge station to take passengers to Epsom, was run over and killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
6.	Londonderry (Seaham to Sunderland)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
- -	London, Tilbury, and Southend Extension.	–	–	–	–	–	–	–	–	–	–	–	–	1	–	- - George W. Richardson, connected with a cyder house, came to the Grays station to look after some casks, and was run over and killed by a horse truck.
																(*See also* Eastern Counties and London and Blackwall).
	Manchester, Buxton, Matlock, and Midlands Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Midland."
- -	Manchester, Sheffield, and Lincolnshire.	1	–	–	–	–	–	–	–	–	–	–	–	–	–	- - Ann Wright, a passenger from Retford to Cottam, crossing the rails (there being no other means) from one side of the line to the other at the Cottam station, was run over and killed by a passing train which she had not observed approaching.
eh -	- ditto - -	–	–	–	–	–	1	–	2	–	–	–	–	–	–	- - Collision. A Great Northern special empty passenger train, drawn by two engines, overtook and came into collision with a Manchester, Sheffield, and Lincolnshire company's goods train, which was standing at the Woodhouse Junction taking some additional waggons. John Harrison, the driver, and James Edmundson, fireman of the former (through whose want of caution the company state the accident occurred), and Thomas Wilkinson, a platelayer on the line, were injured.
. -	Manchester, South Junction, and Altrincham.	–	6	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision. Passenger train at the Oxford Road station, Manchester, came into collision with a goods train. Six passengers injured.
	Maryport and Carlisle	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
nuary	Midland - -	–	–	–	–	–	–	–	–	–	1	–	–	–	–	- - Mrs. Barrett incautiously crossing the line at a level crossing at the coal-yard, Bristol, was crushed so severely between an engine and some coal waggons as to require the amputation of both arms.
nuary	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	- - Trespasser, name unknown, struck by a train, and had his arm broken, whilst standing upon the line near the Masborough station.
nuary	- ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	–	–	- - Collision at the Holmes station between a passenger train which was about stopping at the station and some waggons which were to shunt into a siding there. Mrs. Allsop slightly cut on the forehead.
b. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - J. Casey, labourer in service of coal proprietor whose waggons are worked on the line, caught between waggons and killed whilst incautiously walking across the rails in the Derby yard.
arch	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - John Andrew, a pauper belonging to the Bromsgrove Union, run over and killed whilst trespassing on the line, at the Stoke junction, in a state of intoxication.
pril -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - A. Gowen, nearly 80 years old, found dead in a ditch near the Wickwar tunnel, having been struck by a train whilst trespassing on the line.
ne -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - G. Wainwright, platelayer, knocked down and killed by a passenger train, whilst he was getting out of the way of a goods train, near the Woodlesford station.
ne -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - J. Adams, fireman, incautiously standing too near the side of the tender, at Cheltenham, fell off and was injured.
ne -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	1	–	–	- - B. Smithurst, trespasser, knocked down and injured by a train whilst walking along the line near the Masborough station.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.																
18 March	Monmouthshire	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– Thomas Anthony, breaksman, whilst putt on the break of a waggon in a mineral t near Newport fell off (company state fr causes beyond his own control), and was over and killed.
25 April	ditto	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– Mrs. Mary Absalom, a passenger, 70 ye of age, fell over the switch handle at the Por pool station, and was injured on the head.
21 May	Newport, Abergavenny, and Hereford.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– William Williams, labourer, crushed to de between a coke stage and an engine, upon step of which he was incautiously riding.
1 January	Newcastle and Carlisle	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Joseph Forster, breaksman, imprudently tempting to get upon a waggon in motion, at Corby station, was run over and killed.
	North and South Western Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	North Devon	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
25 January	North Eastern (including York and North Midland, York, Newcastle, and Berwick, and Leeds Northern).	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Mary Graham, deaf, dumb, and blind in eye, crossing the line at Wilmington level cr ing, was run over and killed (the gatekee endeavoured to prevent her crossing).
8 April	ditto	–	2	–	–	–	–	–	–	–	–	–	–	–	–	– Collision between a passenger train an goods train at the Widdrington station; passengers, the Rev. J. Hunter and Mr. Tross were injured.
18 April	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Ann Windross, run over and killed wh crossing the line at a private level cross near Jopcliffe.
21 April	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– —— Acey, a farm labourer, run over killed whilst trespassing near Chalk Lane the Hull and Selby line.
3 May	ditto	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– Edward Hawkesley, passenger, jumped fr a train in motion near the Otterington stati and was seriously injured.
4 May	ditto	–	–	–	–	–	–	–	–	–	–	–	1	–	–	– John Clarkson, trespasser, walking on line near the Bramhope tunnel, was struck a train and had his foot run over.
6 May	ditto	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. Down mail train ran into so empty ballast waggons which were being tal out of a siding near the Gateshead stati Mrs. Davis, a passenger, slightly cut upon forehead.
9 May	ditto	–	–	–	–	–	2	–	–	–	–	–	–	1	2	– Accident to a goods train. A bridge n Hull was carried away by a travelling cra which was attached to a goods train, com in contact with it. Three boys, Stephen Coo Charles M'Intosh, and another, name unkno were precipitated on to the line; the first killed and the others injured. A mason labourer (in service of company) who were with the crane, and who were riding on truck, were injured by the falling timbers.
9 May	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– Richard Barnes, an old man, run over killed whilst attempting to cross the line at Bolden Lane level crossing, although warn by the gatekeeper that a train was approachin
17 May	ditto	–	2	–	–	–	–	–	–	–	–	–	–	–	–	– Collision between a passenger train and so waggons of an empty coal train on the Het incline, in consequence of the couplings of latter having given way, causing injuries Catherine Carlson and Mrs. Anderson, passeng
14 June	ditto	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– James Armstrong, a boy in charge of horse and cart, crossing at a level crossing the Armfield incline of the Pontop coal brai was struck by a train and killed. There w no gates provided at the crossing.
27 June	ditto		1	–	–	–	2	–	–	–	–	–	–	–	–	– Passenger train ran off the line, when pas round a curve, near the Sherburne stati John Pendrigh, a passenger, Thomas Hoog fireman, and Matthew Shutt, guard, injured.
	North London	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

te / lent.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
6.																
. -	North Staffordshire -	–	–	–	–	–	–	–	–	–	–	–	–	1	–	- - Daniel Russell, a bricklayer (not in the service of the company), run over and killed through his own want of caution, at a siding near the Burslem station to which he had come to look after a waggon of bricks.
. -	- ditto - -	–	–	–	–	1	–	1	–	–	–	–	–	–	–	- - Collision. A goods train overtook another goods train which was shunting at the Longton station; Henry Hudson and William Rigby, the driver and fireman of the former, killed. Accident is stated by the company and in the verdict of the coroner's jury to have been caused by want of caution on the part of the driver.
. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Joseph Slater, platelayer, at work on the line, run over and killed by one train while avoiding another near the North Rode junction.
ril -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - Mary Hatton, two and a half years old, crept through the rails (it is supposed) at the Church Lane level crossing Stone, and was struck by a train and killed.
y -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Thomas Shuker, labourer on permanent way, run over and killed whilst incautiously working in the Harecastle tunnel.
y -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Thomas Wiggins, a gateman at a level crossing near the Stoke station, incautiously crossing the line, was run over and killed.
y -	North Union -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Edward Gillett, pointsman, run over and killed whilst incautiously crossing a side line at the Preston station.
e -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - William Eaton, breaksman in the service of colliers, crushed to death whilst incautiously coupling waggons in a siding near the Preston station.
e -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Alexander Corner, acting breaksman, shunting a train, was squeezed between waggons and severely injured. Accident happened from want of caution on his part.
	North Western -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Oxford, Worcester, and Wolverhampton.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Port Carlisle Dock and Railway.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
e -	Preston and Longridge	–	–	–	–	–	–	–	–	1	–	–	–	–	–	- - James Carter, killed at a level crossing at Preston whilst crosssing the line.
ril -	Preston and Wyre -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - James Bloomfield, platelayer, crushed to death between an engine and a waggon at the Fleetwood station, whilst incautiously standing on the line.
	St. Helen's Canal and Railway.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Saundersfoot Rail and Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
-	Shrewsbury and Hereford.	–	–	–	–	–	1	–	–	–	–	–	–	–	–	- - George Woolrich, goods guard; foot caught in a check rail, and whilst in that position injured by the wheels of a waggon in a train which he was shunting.
y -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	–	–	- - Daniel Sage, foreman platelayer, run over and killed whilst lying upon the line at night asleep.
y -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	–	–	- - John Rickards knocked down and killed by a train whilst trespassing on the line.
e -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	–	–	- - Richard Jones, platelayer, struck by a train and injured whilst lying asleep on the line.
	Shropshire Union Railways and Canal.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.																
	Somerset Central	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Bristol and Exeter."
	South Devon	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Staines, Wokingham, and Woking.	–	–	–	–	–	–	–	–	–	–		–	–	–	Nil.
11 Feb.	Stockton and Darlington.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – Joseph Blakey, contractor's porter, ca between buffers and killed whilst incautio attempting to cross between waggons at Stockton station.
4 April	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– – John Hitchcock, servant (labourer) of No eastern Railway Company, incautiously dri a ralley across the rails at a level crossin Darlington, was struck by a passing train, received some injuries.
18 June	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – Thomas Yane, platelayer, attempting to upon a train in motion near Middlesboro', and was run over, receiving such severe inju that death ensued on the 26th June.
28 Jan.	South Eastern	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – Thomas Mallet run over and killed by engine near Love-lane bridge, on the N Kent Railway, whilst trespassing on the line
21 June	ditto	–	1	–	–	1	1	–	–	–	–	–	–	–	–	– – Axle of the engine of the up parliamen train broke when near Tunbridge; Caleb son, the driver, killed; fireman and one senger injured.
18 April	South Staffordshire	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – George Watson, horse driver (labou incautiously getting in front of waggons dr by a horse, was run over and seriously inju Died on the 25th April.
27 June	South Wales	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – James Savoury run over and killed w trespassing on the line near Woolaston.
2 April	South Yorkshire	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – George Clarke, station master at Womb incautiously coupling two parts of a train, caught between the buffers and was killed.
15 Mar.	Swansea Vale. Mineral Railway.	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– – Axle of the engine of a mineral t broke, causing the death of the driver Will Williams.
	Taff Vale	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
29 Mar.	Vale of Neath	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– – Henry Evans, contractor's labourer, velling in a break truck, is supposed to h fallen to the bottom of the truck in consequ of some sudden check to the motion of the t and his head coming in contact with the br handle was so severely fractured that de ensued on the following day.
	Warrington and Stockport.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Waveney Valley	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
	West Cornwall	–	–	–	–	–	–	–	–	–	–	–	–	–		Nil.
31 Jan.	West Hartlepool Harbour and Railway.	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– – William Bell, fireman, fell from a wag upon which he was incautiously riding, and his foot crushed by the wheels.
18 Feb.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	–	–	– – Henry Dobbing (labourer), driver of h waggon, incautiously removing a cloth f his horse, fell, and was severely injured by waggon passing over him.
	Whitehaven and Furness Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Whitehaven Junction	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Wimbledon and Croydon.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "London, Brighton, and South Coast."
	Wycombe	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Western."
	TOTAL FOR ENGLAND AND WALES	1	47	6	5	10	9	48	19	13	1	24*	3	6	3	

* Including 2 Cases of Suicide.

SCOTLAND.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.	Aberdeen	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Jan.	Caledonian	–	–	1	–	–	–	–	–	–	–	–	–	–	–	– – John Short, a passenger, whilst endeavouring with a crowd of other passengers, at the Coat bridge station, to secure a seat in a train which was then approaching, was either pushed or fel off the platform, and was run over and killed.
Jan.	ditto	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– – Mrs. Reynolds, a passenger from Glasgow by the 7·15 P.M. train, incautiously getting ou of a third-class carriage at the Greenock statio fell upon the platform and broke her leg.
Feb.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – Hugh M'Neely (or M'Analy), trespasser a the Coatbridge station, in a state of intoxication fell from the platform, and was run over and killed.
Feb.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	1	– – Mrs. Campbell, a person who came to the Symington station to inquire after luggage, fell from her own want of caution, off the platform and received some injuries.
Feb.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	1	– – Michael M'Leskie, carter (in the service o a trader), incautiously standing on the line loading lime at a mineral depot, south side station, Glasgow, was caught between two waggons, and had two ribs fractured.
March	ditto	–	3	–	–	–	1	–	–	–		–	–	–	–	– – Collision. Mail train came into collision with a goods train at the Calder viaduct near the Motherwell station; three passengers and the mail guard, Stephen Webb, were bruised.
April	ditto	–	4	–	–	–	–	2	–	–	–	–	–	–	–	– – Boiler of the engine of the down mail train burst when near Carlisle, in consequence, as the company state, of a deficiency of water. Thomas Musgrove, the driver, and Isaac Cessford, the fireman, killed; and Mrs. Clark, Mr. Walker Mr. Lloyd, and Mr. Beale, passengers, injured.
	Caledonian and Dumbartonshire Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Crieff Junction	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Deeside	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Jan.	Dundee and Arbroath	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – George Finlay, trespasser, run over and killed whilst walking on the line near the Monifieth station.
May	Dundee and Perth and Aberdeen Railway Junction.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – Trespasser run over and killed at night near the Glencarse station.
	Edinburgh and Glasgow	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
March	Edinburgh, Perth, and Dundee.	–	3	–	–	–	–	–	–	–	–	–	–	–	–	– – Passenger train ran into the Leith station at too high a rate of speed, and coming into collision with the fixed buffers caused slight injuries to three passengers.
March	ditto	–	–	–	–	1	–	–	–	–	–	–	–	–	–	– – Thomas Lumsden, guard of a passenger train, killed in consequence, it is supposed, of his head coming in contact with an iron trough (which passes over the line at the Trinity station near Edinburgh) whilst he was standing upon the footboard of his seat, which is placed on the outside of the guard's van.
March	ditto	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – Robert Lamb, stoker, incautiously uncoupling tender to a goods train at the Leith station, fell from the tender, and was run over and killed.
	Elgin	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Forth and Clyde Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Forth and Clyde Navigation (Drumpeller Railway).	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.	General Terminus and Glasgow Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Glasgow and Paisley Joint.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
3 Feb.	Glasgow and South-western.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– Trespasser (name not given), after being once turned off the railway by the Ruthwell station master, was run over and killed whilst walking along the line near that station.
	Great North of Scotland.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Inverness and Nairn	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Inverury and Old Meldrum Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Lanark Junction (Private Railway).	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Caledonian."
1 April	Leven	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– John Logan, run over and killed whilst trespassing on the line.
	Monklands	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Morayshire	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Jan.	North British	–	1	–	–	–	–	–	–	–	–	–	–	–	–	– Collision at the Niddrie junction between two passenger trains, one passenger, Isabella Lindsay, slightly injured.
	Peebles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Perth and Dunkeld	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	St. Andrew's	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
2 Feb.	Scottish Central	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– James Freening, pointsman, caught between an engine and a carriage, and killed, whilst incautiously shunting a train at the Stirling station.
0 May	ditto	–	–	–	–	–	–	–	–	–	–	–	1	–	–	– George Boyd, trespasser, run over and injured whilst walking on the line between the Edinburgh Road bridge and the engine sheds at Perth.
1 Feb.	Scottish Midland Junction.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– Jonathan Leslie, contractor's superintendent of works on the Perth and Dunkeld Railway, struck by a train and killed whilst incautiously walking on the line near the Dunkeld junction.
	Selkirk and Galashiels	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
0 Feb.	Stirling and Dunfermline.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– John Blair, stoker in the service of the Forth Iron Company, killed in consequence of jumping from a train in motion at the Oakley station.
	TOTAL FOR SCOTLAND	–	11	1	1	1	1	6	–	–	–	5	1	–	2	

IRELAND.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.	Ballymena, Ballymoney, Coleraine, and Portrush Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Belfast and Ballymena	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Belfast and County Down.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Cork and Bandon	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1856.																
	Cork, Blackrock, and Passage.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Belfast Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Jan. -	Dublin and Drogheda	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – William Willis, cleaner in locomotive department, having incautiously placed himself in a dangerous position in front of an engine at the Dublin terminus, was crushed by the buffer and killed.
	Dublin and Kingstown	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Wicklow	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dundalk and Enniskillen.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Great Southern and Western (Ireland).	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Irish South Eastern -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Killarney Junction -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
Feb. -	Londonderry and Coleraine.	–	–	–	–	–	–	–	–	–	–	1	–	–	–	– – Jane Adair, trespasser, run over and killed whilst walking along the line near Blackbrae.
April -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– – Francis Dougherty, aged 84, run over and killed whilst crossing the line at a level crossing near the Bellarena station.
March	Londonderry and Enniskillen.	–	–	–	–	–	–	1	–	–	–	–	–	–	–	– – Robert Crozier, station master at Lion Mills, whilst incautiously uncoupling a truck had his ankle broken by wheels passing over it, and died two days afterwards.
March	Midland Great Western (Ireland).	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– – Michael Murphy, cattle drover (passenger dy a cattle train), in attempting to get into the train while it was in motion at the Mullingar station, fell under a waggon and had his leg broken.
	Newry and Enniskillen	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Newry, Warrenpoint, and Rostrevor -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
January	Ulster - -	–	–	–	1	–	–	–	–	–	–	–	–	–	–	– – Patrick Flanagan, a passenger, standing upon the end of an open third class carriage, fell off and fractured his skull and one leg. Accident occurred through his own imprudence.
	Waterford and Kilkenny	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
May -	Waterford and Limerick.	–	–	–	–	–	–	–	–	1	–	–	–	–	–	– – John Browne, a farmer, aged 86, run over and killed whilst crossing the line at the Ardclose private level crossing near Fiddown.
	Waterford and Tramore.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	TOTAL FOR IRELAND	–	–	–	2	–	–	2	–	2	–	1	–	–	–	

GRAND TOTAL.

TOTAL:—															Total killed and injured.	
															Killed.	Injured.
ENGLAND AND WALES -	1	47	6	5	10	9	48	19	13	1	*24	3	6	3	108	87
SCOTLAND -	–	11	1	1	1	1	6	–	–	–	5	1	–	2	13	16
IRELAND - -	–	–	–	2	–	–	2	–	2	–	1	–	–	–	5	2
GRAND TOTAL -	1	58	7	8	11	10	56	19	15	1	30	4	6	5	126	105

* Including 2 Cases of Suicide.

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in England and Wales, Scotland, and Ireland respectively, as reported to this Department, during the half year ended 30th June 1856, together with the Total Number Killed or Injured in the corresponding half year of 1856.

Description of Persons.	England and Wales.		Scotland.		Ireland.		Total on all Railways during the half year ended 30th June 1856.		Total in corresponding Half Year of 1855.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control	1	47	–	11	–	–	1	58	3	107
Passengers killed or injured, owing to their own misconduct or want of caution	6	5	1	1	–	2	7	8	7	5
Total number of Passengers killed or injured	7	52	1	12	–	2	8	66	10	112
Servants of company or of contractors killed or injured from causes beyond their own control	10	9	1	1	–	–	11	10	18	21
Servants of company or of contractors killed or injured, owing to their own misconduct or want of caution	48	19	6	–	2	–	56	19	45	16
Other persons crossing at level crossings	13	1	–	–	2	–	15	1	15	2
Trespassers	22	3	5	1	1	–	28	4	25	7
Suicide	2	–	–	–	–	–	2	–	–	–
Miscellaneous	6	3	–	2	–	–	6	5	–	–
Grand Total	108	87	13	16	5	2	126	105	113	158
Length of Railway open on the 30th June 1856 and on the 30th June 1855	6316 Miles.		1157 Miles.		988 Miles.		8461 Miles.		8118 Miles.	

urther Analysis of the Accidents during the Half Year ended 30th June 1856 shows the Number of Collisions and other Accidents to Trains in England and Wales, Scotland, and Ireland respectively, with the Number of Persons Killed or Injured thereby.

ENGLAND AND WALES.

	Number of Accidents.	Number of Passengers		Number of Servants of Companies		Other Persons not Passengers nor Servants.		Total Number of Passengers and Servants and others.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
sions between Passenger Trains	—	—	—	—	—	—	—	—	—
sions between Passenger Trains and other Trains or Engines	15	—	40	—	5	3*	—	3*	45
enger Trains or Portions of Trains getting off the Rails	1	—	1	—	2	—	—	—	3
enger Trains running into Sidings or off their proper Line through Points ing wrong	—	—	—	—	—	—	—	—	—
s or Wheels or Machinery of Engines attached to Passenger Trains breaking getting out of Order	1	—	1	1	1	—	—	1	2
s or Wheels of Carriages or Passenger Trains breaking	1	—	2	—	—	—	—	—	2
lings breaking	—	—	—	—	—	—	—	—	—
ting of the Boilers of Engines of Passenger Trains	—	—	—	—	—	—	—	—	—
ns running into Stations at too great speed	1	—	2	—	—	—	—	—	2
Total to Passenger Trains	19	—	46	1	8	3	—	4	54
sions between Goods and Mineral Trains	2	—	—	2	—	—	—	2	—
ds or Mineral Trains getting off the Rails	1	—	—	1	—	—	—	1	—
ds or Mineral Trains running into Sidings or off their proper Line through oints being wrong	—	—	—	—	—	—	—	—	—
s or Wheels of Engines attached to Goods or Mineral Trains breaking	1	—	—	1	—	—	—	1	—
s or Wheels of Goods or Mineral Waggons breaking	1	—	—	—	—	—	—	—	—
lings breaking	—	—	—	—	—	—	—	—	—
ting of the Boilers of Engines of Goods or Mineral Trains	—	—	—	—	—	—	—	—	—
velling Crane attached to a Goods Train coming in contact with Bridge	1	—	—	—	2	1	2	1	4
Total to Goods and Mineral Trains	6	—	—	4	2	1	2	5	4
Total to all Trains	25	—	46	5	10	4	2	9	58

* Trespassers riding on a Lorry.

SCOTLAND.

isions between Passenger Trains	1	—	1	—	—	—	—	—	1
isions between Passenger Trains and other Trains or Engines	1	—	3	—	1	—	—	—	4
enger Trains or Portions of Trains getting off the Rails	—	—	—	—	—	—	—	—	—
enger Trains running into Sidings or off their proper Line through Points ing wrong	—	—	—	—	—	—	—	—	—
es or Wheels or Machinery of Engines attached to Passenger Trains breaking	—	—	—	—	—	—	—	—	—
es or Wheels of Carriages of Passenger Trains breaking	—	—	—	—	—	—	—	—	—
plings breaking	—	—	—	—	—	—	—	—	—
sting of the Boilers of Engines of Passenger Trains	1	—	4	2	—	—	—	2	4
ns running into Stations at too great speed	1	—	3	—	—	—	—	—	3
Total to Passenger Trains	4	—	11	2	1	—	—	2	12
isions between Goods and Mineral Trains	—	—	—	—	—	—	—	—	—
ds or Mineral Trains getting off the Rails	—	—	—	—	—	—	—	—	—
ds or Mineral Trains running into Sidings or off their proper Line through oints being wrong	—	—	—	—	—	—	—	—	—
es or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—	—	—
es or Wheels of Goods or Mineral Waggons breaking	—	—	—	—	—	—	—	—	—
plings breaking	—	—	—	—	—	—	—	—	—
sting of the Boilers of Engines of Goods or Mineral Trains	—	—	—	—	—	—	—	—	—
Total to Goods and Mineral Trains	Nil.	—	—	—	—	—	—	—	—
Total to all Trains	4	—	11	2	1	—	—	2	12

IRELAND.

isions between Passenger Trains	—	—	—	—	—	—	—	—	—
isions between Passenger Trains and other Trains or Engines	—	—	—	—	—	—	—	—	—
enger Trains or Portions of Trains getting off the Rails	—	—	—	—	—	—	—	—	—
enger Trains running into Sidings or off their proper Line through Points ing wrong	—	—	—	—	—	—	—	—	—
es or Wheels or Machinery of Engines attached to Passenger Trains breaking	—	—	—	—	—	—	—	—	—
es or Wheels of Carriages of Passenger Trains breaking	—	—	—	—	—	—	—	—	—
plings breaking	—	—	—	—	—	—	—	—	—
sting of the Boilers of Engines of Passenger Trains	—	—	—	—	—	—	—	—	—
Total to Passenger Trains	Nil.	—	—	—	—	—	—	—	—
isions between Goods and Mineral Trains	—	—	—	—	—	—	—	—	—
ds or Mineral Trains getting off the Rails	—	—	—	—	—	—	—	—	—
ds or Mineral Trains running into Sidings or off their proper Line through oints being wrong	—	—	—	—	—	—	—	—	—
es or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—	—	—
es or Wheels of Goods or Mineral Waggons breaking	—	—	—	—	—	—	—	—	—
plings breaking	—	—	—	—	—	—	—	—	—
sting of the Boilers of Engines of Goods or Mineral Trains	—	—	—	—	—	—	—	—	—
Total to Goods and Mineral Trains	Nil.	—	—	—	—	—	—	—	—
Total to all Trains	Nil.	—	—	—	—	—	—	—	—

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in England and Wales, Scotland, and Ireland, and Number of Persons killed and injured thereby, during the Half Year ended 30th June 1856.

	Number of Accidents.	Number of Passengers		Number of Servants of Companies		Other Persons not Passengers or Servants of Companies.		TOTAL NUMBER of Passengers and Servants and others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains	1	–	1	–	–	–	–	–	1
Collisions between Passenger Trains and other Trains, or Engines	16	–	43	–	6	3*	–	3*	49
Passenger Trains or Portions of Trains getting off the Rails	1	–	1	–	2	–	–	–	3
Passenger Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order	1	–	1	1	1	–	–	1	2
Axles or Wheels of Carriages of Passenger Trains breaking	1	–	2	–	–	–	–	–	2
Couplings breaking	–	–	–	–	–	–	–	–	–
Bursting of the Boilers of Engines of Passenger Trains	1	–	4	2	–	–	–	2	4
Trains running into Stations at too high a Rate of Speed	2	–	5	–	–	–	–	–	5
TOTAL to Passenger Trains	23	–	57	3	9	3	–	6	66
Collisions between Goods and Mineral Trains	2	–	–	2	–	–	–	2	–
Goods or Mineral Trains getting off the Rails	1	–	–	1	–	–	–	1	–
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong	–	–	–	–	–	–	–	–	–
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	1	–	–	1	–	–	–	1	–
Axles or Wheels of Goods or Mineral Wagons breaking	1	–	–	–	–	–	–	–	–
Couplings breaking	–	–	–	–	–	–	–	–	–
Bursting of the Boilers of Engines of Goods or Mineral Trains	–	–	–	–	–	–	–	–	–
Travelling Crane attached to a Goods Train coming in contact with Bridge	1	–	–	–	2	1	2	1	4
TOTAL to Goods and Mineral Trains	6	–	–	4	2	1	2	5	4
GRAND TOTAL to all Trains	29	–	57	7	11	4	2	11	70

* Trespassers riding upon a Lorry.

TABLE showing the CLASSES of ACCIDENTS to Servants of Companies or of Contractors upon Lines open for Traffic in England and Wales, Scotland, and Ireland respectively, during the Half Year ended the 30th June 1856.

ENGLAND.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signalmen.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. —																						
Collisions	–	–	1	–	1	1	–	–	–	–	–	–	–	–	–	1	–	1	–	–	2	3
Trains or Engines getting off Rails	–	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	2	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1
Run over or crushed between Buffers while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	1
Run over or struck while properly performing other Duties	–	–	1	–	1	–	–	–	–	–	–	–	–	–	1	–	1	2	–	–	4	2
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against a Bridge which was too close to the Rails	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	2	–	2	2	3	3	–	–	–	–	–	–	–	–	1	1	1	3	1	–	10	9
From want of Caution or Misconduct, viz. :—																						
Collisions	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	1	3	2	1	–	–	–	1	–	–	–	–	–	–	–	1	1	6	4
Run over while crossing or standing upon Railway	1	–	–	–	1	–	2	–	2	–	2	–	2	–	5	1	5	–	3	–	23	1
Run over while shunting Trains	–	–	–	–	–	2	–	–	–	–	–	–	1	–	–	–	–	–	2	–	3	2
While incautiously working on the Line	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1	–	3	3	1	–	6	3
Attempting to get upon or off Engines or Carriages in motion	–	–	1	–	3	–	–	1	–	–	–	–	–	–	1	1	1	–	1	–	7	2
Struck against Bridges	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Falling from Carriages or Waggons	–	–	1	2	–	1	–	–	–	–	–	–	–	–	–	1	–	1	–	–	1	5
Total	2	1	2	4	8	5	4	1	2	–	3	–	3	–	7	3	9	4	8	1	48	19
Grand Total for England	4	1	4	6	11	8	4	1	2	–	3	–	3	–	8	4	10	7	9	1	58	28

SCOTLAND.

	Engine Drivers.		Fireman.		Guards and Breaksman.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
	Kd.	Injd.	Kd.	Injd	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. :—																						
Collisions	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Trains or Engines getting off rails	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or crushed between Buffers while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Total	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1
From want of Caution, or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Run over while crossing Railway	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–
While incautiously working on the Line	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	–
Attempting to get upon or off Engines or Carriages in motion	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Boiler Explosion	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–
Falling from Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total for Scotland	1	–	3	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	–	6	–
Grand Total	1	–	3	–	1	1	–	–	–	–	–	–	–	–	1	–	–	–	1	–	7	1

IRELAND.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		Total.	
	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Inj
From Causes beyond their own Control, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains or Engines getting off Rails	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
From want of Caution, or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–
Run over while crossing Railway	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
While incautiously working on the Line	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–
Attempting to get upon or off Engines or Carriages in motion	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges or other Works	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Falling from Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	2	–
Grand Total for Ireland	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	2	–

GRAND TOTAL of ACCIDENTS to Servants of Companies or of Contractors upon Lines open for Traffic in England and Wales, Scotland, and Ireland, during the Half Year ended 30th June 1856.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		Total.	
	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Injd.	Kid.	Inj
From Causes beyond their own Control, viz. :—																						
Collisions	–	–	1	–	1	2	–	–	–	–	–	–	–	–	–	1	–	1	–	–	2	4
Trains or Engines getting off Rails	–	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	2	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1
Run over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	1
Run over or struck while properly performing other Duties	–	–	1	–	1	–	–	–	–	–	–	–	–	–	1	–	1	2	–	–	4	2
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Total	–	–	2	2	4	4	–	–	–	–	–	–	–	–	1	1	1	3	1	–	11	10
From want of Caution, or Misconduct, viz. :—																						
Collisions	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	1	1	3	2	1	–	–	–	1	–	–	–	–	–	–	–	2	1	8	4
Run over while crossing or standing upon Railway	1	–	–	–	1	–	2	–	2	–	2	–	2	–	5	1	5	–	4	–	24	1
Run over while shunting Trains	–	–	–	–	–	2	–	–	–	–	–	–	1	–	1	–	–	–	2	–	4	2
While incautiously working on the Line	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1	–	3	3	2	–	7	3
Attempting to get upon or off Engines or Carriages in motion	–	–	2	–	3	–	–	1	–	–	–	–	–	–	1	1	1	–	1	–	8	2
Boiler Explosion	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–
Struck against Bridges	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Falling from Carriages or Waggons	–	–	1	2	–	1	–	–	–	–	–	–	–	–	–	1	–	1	–	–	1	5
Total	3	1	5	4	8	5	4	1	2	–	3	–	3	–	8	3	9	4	11	1	56	19
Grand Total	5	1	7	6	12	9	4	1	2	–	3	–	3	–	9	4	10	7	12	1	67	29

BOARD OF TRADE, Whitehall, JAMES BOOTH.

RAILWAY ACTS.

A RETURN of the Railway Acts passed in the Session of 1855; the Length of each Line; the proposed Capital Stock; the Number of Shares authorised to be created; and the Sums authorised to be raised on Loan.

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Aberdare Valley Railway Act, 1855 -	120	1 63	- -	12,000	600	4,000	- - The Act incorporates a Company by the name of "The Aberdare Valley Railway Company."
Abingdon Railway Act, 1855 - -	69	1 70	- -	15,000	1,500	5,000	- - The Act incorporates a Company by the name of "The Abingdon Railway Company."
Banff, Macduff and Turriff Junction Railway Act, 1855.	57	17 74	- -	120,000	12,000	40,000	- - The Act incorporates a Company by the name of "The Banff, Macduff and Turriff Railway Company." The Great North of Scotland Railway Company are empowered to subscribe the sum of 40,000 *l.* towards the undertaking, out of any of the moneys by "The Great North of Scotland Railway Amendment Act, 1851," authorised to be raised, and which may not be required by the Company for any other purpose.
Belfast and County Down Railway Act, 1855.	18	34 67	28 67	- - -	- - -	- - -	- - The Act re-incorporates the Company, and empowers them to issue, in lieu of the shares unissued under their original Act, and of the shares forfeited for non-payment of calls, new shares, bearing a fixed dividend of 5 per cent. per annum.
Bognor Railway (Extensions of Time) Act, 1855.	114	- -	- -	- - -	- - -	- - -	- - The period limited by the 16 & 17 Vict. c. 41, for the purchase of lands, is extended by this Act to the 1st July 1856, and for the completion of works to the 14th June 1857.
Bridport Railway Act, 1855 - -	11	9 24	- -	65,000	6,500	21,600	- - The Act incorporates a Company by the name of "The Bridport Railway Company."
Bristol and Exeter Railway Act, 1855	63	- -	- -	292,000	- - -	- - -	- - The Act empowers the Company to create a preference stock to the extent of 800,000 *l.*, bearing a dividend of 4 per cent. per annum. A portion of this stock will be in substitution of certain sums authorised to be raised by previous Act, amounting to 508,000 *l.* The increase on the Company's capital is the sum stated in this Return.
Caledonian Railway (Plant and Station Accommodation) Act, 1855.	96	- -	- -	375,000	- - -	124,900	- - The capital stock may be raised with a preference dividend of 5 per cent. per annum. The Act also empowers the Company to create a debenture stock to the amount of 124,900 *l.*, bearing a fixed perpetual annuity at any rate not exceeding 5 per cent., in lieu of raising that sum on mortgage.
Cannock Mineral Railway Act, 1855 -	194	1 02	12 44	- - -	- - -	- - -	- - By this Act the Derbyshire, Staffordshire and Worcestershire Junction Railway Company becomes "The Cannock Mineral Railway Company." The capital is reduced from 400,000 *l.* to 160,000 *l.*, and the loan from 133,300 *l.* to 40,000 *l.*
Carlisle and Silloth Bay Railway and Dock Act, 1855.	153	12 64	- -	75,000	3,000	25,000	- - The Act incorporates a Company by the name of "The Carlisle and Silloth Bay Railway and Dock Company." The capital stated in the Return is the amount of the capital authorised by the Act for the Railway undertaking.
Carmarthen and Cardigan Railway (Deviation) Act, 1855.	131	2 13	2 13	—	—	—	

(*continued*)

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Colchester, Stour Valley, Sudbury and Halstead Railway Amendment Act, 1855.	19	- -	- -	- - -	- - -	- - -	- - The Act empowers the Company to issue shares, with a preferential dividend not exceeding 5 per cent. per annum, for the purpose of paying off the money which they have borrowed, or may hereafter borrow.
Cork and Youghal Railway (Queenstown Branch, &c.) Act, 1855.	101	14 01	7 0	50,000	- - -	16,000	
Cornwall Railway Act, 1855 - -	59	- -	- -	- - -	- - -	- - -	- - The Company may create shares to an amount not exceeding 300,000*l.*, bearing a preference dividend not exceeding 6 per cent. per annum, in lieu of shares cancelled or surrendered under the provisions of the Cornwall Railway (Share Arrangements) Act, 1854, or of this Act.
Cromford and High Peak Railway Act, 1855.	75	0 47	0 20	20,000	- - -	6,000	- - The Company are to assign to the capital to be raised under this Act a preferential dividend of 6 per cent. The Act requires them also to create debenture stocks to the extent of 31,910 *l.*, at 3½ per cent., Class A., and of 46,915 *l.*, at 2½ per cent., Class B., in lieu of certain mortgage and other debts due by them in respect of their original undertaking. The Company were incorporated by the 6 Geo. 4, c. 30, with powers to construct a tramroad, and have raised by means of shares, and expended for the purposes of their undertaking, the sum of 127,700 *l.*, in addition to the above.
Dearness Valley Railway Act, 1855 -	180	5 43	- -	40,000	1,600	13,000	- - The Act incorporates a Company by the name of "The Dearness Valley Railway Company."
Dundalk and Black Rock Railway Act, 1855.	88	3 24	- -	12,000	1,200	4,000	- - The Act incorporates a Company by the name of "The Dundalk and Black Rock Railway Company."
Dundalk and Enniskillen Railway Extensions Act, 1855.	105	23 22	- -	90,000	- - -	30,000	- - The Company may attach to the share capital to be raised under this Act a preferential dividend not exceeding 5 per cent. per annum, and also a like dividend to shares issued in lieu of surrendered shares in the original capital.
Dundee and Perth and Aberdeen Railway Junction (Consolidation) Act, 1855.	56	- -	- -	- - -	- - -	- - -	- - The Act empowers the Company to create a stock, or grant annuities bearing a fixed perpetual interest not exceeding the rate of 5 per cent., for the extinction of their mortgage or bond debts. The Company may also issue, out of the share capital of the Company remaining unissued, shares to be called "First Class Preference Shares," to the amount of 120,000 *l.*, with a preference dividend not exceeding 5 per cent. per annum, to be applied exclusively in payment of debts incurred for land, works, &c.
Dursley and Midland Junction Railway Act, 1855.	17	2 43	- -	12,000	600	4,000	- - The Act incorporates a Company by the name of "The Dursley and Midland Junction Railway Company."
East Kent Railway Act, 1855 - -	94	- -	- -	- - -	- - -	- - -	- - This Act extends the period for the completion of the Railways authorised by the East Kent Railway Act, 1853, to the 25th June 1860.
East Kent Railway (Extension to Dover) Act, 1855.	187	17 28	- -	500,000	- - -	166,666	- - The Company may attach a preferential dividend to the share capital authorised by this Act, not exceeding 5 per cent. per annum.
East of Fife Railway Act, 1855 -	165	7 05	- -	32,000	3,200	10,600	- - The Act incorporates a Company by the name of "The East of Fife Railway Company."

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Edinburgh and Glasgow Railway Amendment Act, 1855.	158	- -	- -	165,000	- -	30,000	- - The Act empowers the Company to attach to the share capital authorised to be raised by this Act, and by the 16 & 17 Vict. c. 151, a preferential dividend, not exceeding 5 per cent. per annum. The Company may also issue preference shares to the extent of 30,000 *l.*, bearing interest at 4 per cent., in lieu of raising that sum on mortgage.
Exeter and Exmouth Railway Act, 1855.	122	6 68	- -	70,000	7,000	23,000	- - The Act incorporates a Company by the name of "The Exeter and Exmouth Railway Company."
Fife and Kinross Railway Act, 1855 -	127	14 00	- -	70,000	7,000	23,000	- - The Act incorporates a Company by the name of "The Fife and Kinross Railway Company."
Furness Railway Act, 1855 - -	173	- -	- -	120,000	12,000	38,067	- - The Act empowers the Company to attach to the share capital authorised to be raised a preference dividend not exceeding 5 per cent. per annum. The Company may also convert any portion of their borrowed capital, or of the preference share capital, into a stock, bearing a perpetual dividend not exceeding 4½ per cent. per annum.
Glasgow, Dumbarton and Helensburgh Railway Act, 1855.	190	18 43	- -	240,000	24,000	60,000	- - The Act incorporates a Company by the name of "The Glasgow, Dumbarton and Helensburgh Railway Company." The Edinburgh and Glasgow Railway Company may subscribe 80,000 *l.* towards the undertaking, and raise the money for that purpose, with a preferential dividend not exceeding 5 per cent. per annum.
Glasgow and South Western Railway Consolidation Act, 1855.	97	1 05	155 13	- - -	- - -	- - -	- - The Act fixes the share capital of the Company at 3,500,000 *l.*, and the loan at 1,166,666 *l.*, causing a reduction of 2,111,733 *l.* 6 *s.* 8 *d.* and 744,000 *l.* 13 *s.* 4 *d.* The Company may fund their mortgage or bond debts, and also raise the balance of their capital, amounting to 202,116 *l.* 13 *s.* 4 *d.*, called in the Act, "Additional Capital," with a preference dividend not exceeding 5 per cent. per annum.
Great North of Scotland Railway Extension Act, 1855.	28	12 50	96 43	- - -	- - -	- - -	- - The Company may apply to the purposes of this Act any of the moneys authorised to be raised by the 9 & 10 Vict. c. 103, 14 & 45 Vict. c. 75, and 17 & 18 Vict. c. 187, and which may not be required for the purposes of such Acts.
Great Northern Railway Act, 1855 -	124	- -	- -	1,000,000	80,000	333,000	- - The share capital authorised to be raised by this Act is entitled to a preference dividend of 5 per cent. per annum. The Company are, within three months after notice by the Royston and Hitchin Railway Company, and within two years from the passing of the Act, to assign to the shareholders of that Company shares or stock of the Great Northern Railway, bearing 6 per cent. interest, and producing dividend equal to the annual rent now payable to the Royston and Hitchin Company. Moieties of certain portions of the Leeds and Thirsk Railway become vested in the Great Northern Company.
Great Western and Brentford Railway Act, 1855.	191	4 32	- -	90,000	9,000	30,000	- - The Act incorporates a Company by the name of "The Great Western and Brentford Railway Company."
Improved Postal and Passenger Communication between England and Ireland Act, 1855.	172	- -	- -	- - -	- - -	- - -	- - The Act empowers the London and North Western and the Chester and Holyhead Railway Companies to establish steam-boats for the conveyance of mails and passengers between Holyhead and Kingstown or Howth, and to apply to that purpose any sum not exceeding 400,000 *l.*, which they are respectively authorised to raise by any Act in force.

(*continued*)

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Inverury and Old Meldrum Junction Railway Act, 1855.	65	4 43	- -	22,000	2,200	7,000	- - The Act incorporates a Company by the name of "The Inverury and Old Meldrum Junction Railway Company." The Great North of Scotland Company may subscribe 2,000 *l.* to the undertaking out of surplus capital authorised by their Amendment Act, 1851.
Jedburgh Railway Act, 1855 - -	30	7 16	- -	35,000	3,500	11,500	- - The Act incorporates a Company by the name of "The Jedburgh Railway Company."
Leeds, Bradford and Halifax Junction Railway Act, 1855.	13	- -	- -	150,000	6,000	60,700	
Limerick and Castleconnell Railway Act, 1855.	76	5 61	- -	25,000	2,500	8,000	- - The Act incorporates a Company by the name of "The Limerick and Castleconnell Railway Company." The Waterford and Limerick Railway Company may subscribe 5,000 *l.* to the undertaking, either out of surplus capital or by the issue of new shares.
Limerick and Foynes Railway Act, 1855.	78	- -	- -	- - -	- - -	- - -	- - The Act empowers the Company to borrow the money which they are authorised to borrow by the 16 & 17 Vict. c. 168, so soon as one-half of their capital shall have been paid up, notwithstanding the whole of the capital may not have been subscribed for as required by the Act.
Llynvi Valley Railway Act, 1855 -	50	11 26	12 44	130,920	6,543	42,100	- - The Act reduces the original authorised capital from 125,000 *l.* to 69,080 *l.*, and empowers the Company to borrow on mortgage the additional sum of 2,425 *l.*, and to include in their debt the sum of 39,675 *l.* on account of mortgages contracted by the late Duffryn, Llynvi and Porth Cawl Railway Company, increasing their total mortgage powers from 24,500 *l.* to 66,600 *l.* The Company may issue shares with a preference dividend not exceeding 5 per cent., in lieu of shares merged in the Company.
London and Blackwall Railway Act, 1855.	90	- -	- -	100,000	- - -	33,000	
Londonderry and Coleraine Railway Leasing Act, 1855.	167	- -	- -	- - -	- - -	- - -	- - The Act empowers the Company to lease their original undertaking to William M'Cormick for any term not exceeding 21 years.
Luton, Dunstable and Welwyn Junction Railway Act, 1855.	146	18 32	- -	120,000	12,000	40,000	- - The Act incorporates a Company, by the name of "The Luton, Dunstable and Welwyn Junction Railway Company."
Manchester, Sheffield and Lincolnshire Railway (Lincoln Branch, &c.) Act, 1855.	91	0 59	—	—	—	—	
Manchester, Sheffield and Lincolnshire (Capital) Act, 1855.	129	- -	- -	- - -	- - -	- - -	- - The Act empowers the Company to create a 3 *l.* 5 *s.* preference stock of the aggregate amount of the arrears of dividend due on the No. 1 quarter preference shares and 10 *l.* preference shares to 30 June 1854, and of so much of the dividends on the 10 *l.* preference shares which have accrued and shall accrue on 31 December 1854, 30 June and 31 December 1855, as the revenue of the Company for each of those three half years respectively shall have been insufficient to pay.
Maryport and Carlisle Railway Act, 1855.	79	0 46	- -	77,713	- - -	20,300	- - The Act repeals the powers of raising capital granted by former Acts to the extent of 2,959 *l.*, and empowers the Company to issue shares for raising the new capital, with a preference dividend not exceeding 5 per cent. per annum, and also shares in lieu of cancelled, surrendered or forfeited shares, with a preference dividend not exceeding 6 per cent.

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Metropolitan Railway (Deviation) Act, 1855.	102	0 38	0 38	—	—	—	
Mid-Kent Railway Act, 1855 - -	169	5 11	- -	80,000	3,200	25,000	- - The Act incorporates a Company by the name of "The Mid-Kent Railway Company."
Monmouthshire Railway and Canal Act, 1855.	10	- -	- -	202,500	- - -	67,500	- - The Act empowers the Company to attach a preference dividend not exceeding 6 per cent. per annum to the new capital.
North Yorkshire and Cleveland Railway Act, 1855.	116	10 70	- -	40,000	- - -	- - -	- - The Act empowers the North-Eastern and West Hartlepool Harbour and Railway Companies to subscribe to this undertaking, and apply to that purpose any moneys which they have power to raise by their Acts.
Oswestry, Welchpool and Newtown Railway Act, 1855.	86	29 78	- -	250,000	25,000	83,000	- - The Act incorporates a Company by the name of "The Oswestry and Newtown Railway Company."
Oxford, Worcester and Wolverhampton Railway (Improvements and Branches) Act, 1855.	181	5 31	1 68	- - -	- - -	- - -	- - The Company may apply to the construction of the works authorised by the Act so much of the moneys raised, or authorised to be raised under the powers of their several Acts, or any of them, as may remain unappropriated, and as may be necessary for such purpose.
Portsmouth Railway Amendment Act, 1855.	177	5 08	5 08	- - -	- - -	33,000	
Rhymney Railway Amendment Act, 1855.	110	13 20	1 50	100,000	10,000	30,000	
St. George's Harbour Act Amendment Act, 1855.	52	- -	- -	- - -	- - -	- - -	- - The Act empowers the Company to exercise their borrowing powers to the extent of one-third, on one-third of their capital being paid up, that being the proportion required for the purposes of the Railway, and Pier and Breakwater.
Salisbury and Yeovil Railway Deviation Act, 1855.	62	6 40	6 52	—	—	—	
Severn Valley Railway Act, 1855.	183	8 56	8 24	- - -	- - -	- - -	- - The Act reduces the capital of the Company from 600,000 *l.* to 480,000 *l.*, and the loan from 200,000 *l.* to 160,000 *l.*
Somerset Central Railway Act, 1855 -	182	7 07	- -	70,000	3,500	23,000	- - The Bristol and Exeter Railway Company may take a lease of the railway for the term of 10 years, and subscribe a further sum of 10,000 *l.* to the undertaking, and apply for such purpose any capital which they have raised or are now authorised to raise by any of their Acts.
South-Eastern Railway (Capital) Act, 1855.	16	- -	- -	500,000	- - -	133,333	- - The Company may attach to the capital to be raised under this Act a preferential dividend not exceeding 5 per cent. per annum, and also create a debenture stock with a like dividend.
South-Western Railway Capital and Works Act, 1855.	188	0 07	- -	9,000	- - -	3,000	- - The capital of the Company to December 1854 is regulated as follows; viz. capital (stock and shares) 7,540,326 *l.* 2*s.* 3*d.*, loan 2,400,016 *l.*, being a reduction of 145,001 *l.* 6*s.* 8*d.* and 18,750 *l.* respectively. The Act empowers the Company to raise 1,000,000 *l.* by mortgage or on shares, in the event of their obtaining an Act for extending their Railway to Exeter in a future Session. The Company may convert any of the present ordinary shares which are not fully paid up, into fully paid up 50 *l.* shares, and issue new shares, with a preference dividend, not exceeding 5 per cent., for the difference between the aggregate nominal amount of such 50 *l.* shares and the aggregate nominal amount of the shares so converted. The Company may also create a debenture stock, with dividend not exceeding 5 *l.* per cent.

(continued)

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
South Staffordshire Railway Act, 1855	175	5 55	- -	127,000	- - -	40,000	
South Wales Railway Consolidation Act, 1855.	98	1 34	23 15	318,000	- - -	164,941	- - The Company may attach a preferential dividend not exceeding 6 per cent. per annum to the share capital authorised to be raised by this Act. The Company may create a debenture stock, or grant perpetual annuities, at a rate not exceeding 5 per cent. The Great Western Company may raise the capital for the further subscriptions which they were authorised to make to this undertaking by the South Wales Railway Act, 1854, or they may guarantee interest on such amount, after a rate not exceeding 5 per cent.
South Wales Mineral Railway (Lease) Act, 185 5.	23	- -	- -	- - -	- - -	- - -	- - The Act empowers the Company to lease their undertaking for 99 years to the Glyncorrwg Coal Company.
Staines, Wokingham and Woking Railway Amendment Act, 1855.	139	—	—	—	—	—	
Stockport, Disley and Whaley Bridge Railway Act, 1855.	130	0 23	- -	- - -	- - -	- - -	- - The Act empowers the London and North Western and the Cromford and High Peak Railway Companies to subscribe to this undertaking any moneys which they have raised or may be authorised to raise by any of their Acts.
Stockton and Darlington Railway Act, 1855.	149	10 12	- -	200,000	8,000	—	
Stokes Bay Railway and Pier Act, 1855	192	1 67	- -	24,000	2,400	8,000	- - The Act incorporates a Company by the name of "The Stokes Bay Railway and Pier Company."
Swansea Vale Railway Act, 1855 -	60	0 20	- -	147,000	- - -	49,000	- - The Act incorporates a Company by the name of "The Swansea Vale Railway Company." The Company had been registered in the year 1850, under the 7 & 8 Vict. c. 110, with power to raise 147,000 *l.* by the issue of shares, and 49,000 *l.* on loan. The Company appear to have exercised these powers to the extent of 60,000 *l.* and 23,000 *l.* respectively.
Ulster Railway Act, 1855 - -	53	16 55	- -	150,000	6,000	50,000	
Vale of Neath Railway (Capital) Act, 1855.	25	- -	- -	120,000	- - -	40,000	- - The Company may attach to the share capital authorised to be created by this Act a preferential dividend not exceeding 6 per cent. per annum.
Waterford and Limerick Railway Act, 1855.	73	- -	- -	90,000	- - -	30,000	- - The Company may attach to the share capital authorised to be created by this Act a preferential dividend not exceeding 6 per cent. per annum. The Limerick and Foynes and the Limerick and Ennis Railway Companies may each subscribe 5,000 *l.* out of surplus capital to the Waterford and Limerick undertaking.
Waveney Valley Railway Act, 1855 -	157	- -	- -	- - -	- - -	- - -	- - This Act continues in force until 4 August 1856 the powers of the Waveney Valley Railway Extension Act, 1853, for the compulsory purchase of lands.

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. c.	M. c.	£. s. d.		£. s. d.	
Westminster Terminus Railway Extension Act (Clapham to Norwood), 1855.	198	2 52	- -	148,000 - -	14,800	49,000 - -	- - The Act incorporates a Company by the name of "The Westminster Terminus Railway Extension Company (Clapham to Norwood)." The South-Eastern and the West-End of London and Crystal Palace Railway Companies may subscribe to this undertaking, and apply to that purpose any moneys which they have raised or are now authorised to raise by any of their Acts.
West Somerset Mineral Railway Act, 1855.	150	13 34	- -	50,000 - -	5,000	15,000 - -	- - The Act incorporates a Company by the name of "The West Somerset Mineral Railway Company."
TOTAL - - -		406 29	362 19	6,751,133 - -	- - -	2,074,207 - -	
Reduction in the Mileage authorised previously to 1855, by the abandonment of certain portions of Railways under the provisions of Acts passed in 1855 - - - -		362 19	- -	2,675,613 13 4	- - -	896,050 13 4	Reduction of capital and loan authorised previously to 1855, by Acts passed in 1855.
Increase of Mileage authorised previously to 1855 - - - -		44 10	- -	4,075,519 6 8	- - -	1,178,156 6 8	Increase of Capital and Loan authorised previously to 1855.

The foregoing ACTS, in Number Seventy-three, may be classed as follows :—

Acts authorising—	
Incorporation of Companies - - - - - - - - - - - -	23
Extension of Time and Amendment of Acts - - - - - - - -	6
Deviations, Extensions, &c. for which no new Capital is required - - - -	9
Branches, &c. for which new Capital is required - - - - - - -	13
Reduction of Capital - - - - - - - - - - - -	3
Additional Capital for Works previously authorised - - - - - -	9
Lease - - - - - - - - - - - - - - - -	2
Debenture Stocks, &c. - - - - - - - - - - - - -	7
Steam-Boats - - - - - - - - - - - - - -	1
TOTAL - - -	73

Increase of Mileage occasioned by the above Acts - - - 44 *miles*, 10 *chains*.

Increase of Capital and Loan - - - £. 5,253,675 13 4

The following ACTS incorporating Companies were also passed :—

Bombay, Baroda and Central India Railway Act, 1855.

Cape Town Railway and Dock Act, 1855.

Scinde Railway Act, 1855.

Board of Trade,
1 February 1856.

JAMES BOOTH.

RAILWAY ACTS.

RETURN of the RAILWAY ACTS passed in the Session of 1855; the Length of each Line; the proposed Capital Stock; the Number of Shares authorised to be created; and the Sums authorised to be raised on Loan.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1856.

Under 1 oz.

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 31 January 1856;—*for*,

RETURNS "showing for each RAILWAY COMPANY the Amount of CAPITAL and LOAN which the Company has been authorised to raise by Acts passed previous to and in 1855, the AMOUNT of SHARE CAPITAL actually paid up on the 31st day of December 1855, separating the ordinary Share Capital, which does not receive, or is not entitled to receive, any Preferential Dividend or Interest from that which bears a Preferential Dividend or Rate of Interest, stating the Amount of Dividend upon such ordinary Share Capital, as well as the Amount of each Class of such Preferential Capital, with the Rate of Interest or Dividend it is entitled to receive, the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing Securities, on the 31st day of December 1855, the RATES of INTEREST payable thereon, and the Sums to which such RATES of INTEREST are applicable; the TOTAL AMOUNT the Company retained Powers at the end of 1855 to raise, either on existing SHARES, or by creating new SHARES, or by LOANS; the Length of Line Open for Traffic on the 31st day of December 1855, distinguishing Single and Double Portions; the Length of Line in course of Construction at the end of 1855, the Length of Line each Company is authorised to construct, but which was not commenced on the 31st day of December 1855; and, consequently, the Total Length for which each Company has obtained Powers:"

"Of the AMALGAMATION of RAILWAY COMPANIES which has been effected, either by Purchase, Lease, or otherwise, during 1855, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected:"

"And, from each RAILWAY COMPANY, showing the LENGTH of each Line, or Part of a Line, or Branch Line, for which the Powers granted by Parliament for the compulsory Purchase of the Land required for their Construction had been allowed to expire, previous to the 31st day of December 1855, without the Exercise of such Powers; and the CAPITAL appropriated by Parliament for the Construction of such Lines or Branch Lines (in continuation of Parliamentary Paper, No. 510, of Session 1855)."

(*Mr. Lowe.*)

Ordered, by The House of Commons, *to be Printed*
27 *June* 1856.

RETURNS showing for each RAILWAY COMPANY the Amount of CAPITAL and LOAN which the Company has been authorised to separating the Ordinary Share Capital, which does not receive, or is not entitled to receive, any Preferential Dividend or Share Capital, as well as the Amount of each Class of such Preferential Capital, with the Rate of Interest or Dividend it is December 1855, the RATES of INTEREST payable thereon, and the Sums to which such RATES of INTEREST are applicable; the SHARES, or by LOANS; the Length of Line open for Traffic on the 31st day of December 1855, distinguishing Single and Double construct, but which was not commenced on the 31st day of December 1855; and, consequently, the Total Length for which

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.				
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.	
Aberdare:—(Railway on Lease to the Taff Vale Railway Company).	50,000 – –	16,600 – –	– –	– –	66,600 – –	50,000 – –	10 p' cent.	– – –	–	
Aberdare Valley – – –	– – –	– – –	12,000	4,000	16,000 – –	3,600 – –	–	– – –	–	
Aberdeen – – – – –	1,447,029 6 9	419,888 17 10	– –	– –	1,866,918 4 7	812,268 – –	Nil.	71,022 – – 276,117 – – 148,013 – –	3½ 6 7	
Abingdon – – – – –	– – –	– – –	15,000	5,000	20,000 – –	7,792 – –	–	– – –	–	
Alford Valley – – – –	100,000 – –	33,333 6 8	– –	– –	133,333 6 8	4,344 – –	–	– – –	–	5.
Ambergate, Nottingham, and Boston and Eastern Junction.	1,075,000 – –	358,333 – –	– –	– –	1,433,333 – –	720,562 – –	2¾ p' cent.	– – –	–	
Arbroath and Forfar:—(Railway on Lease in perpetuity to the Aberdeen Railway Company).	250,000 – –	16,666 – –	– –	– –	266,666 – –	171,517 – –	5½ p' cent.	22,800 – –	5	
Ashburton, Newton, and South Devon.	130,000 – –	43,333 – –	– –	– –	173,333 – –	10,527 – –	–	– – –	–	
Ayr and Dalmellington – –	51,750 – –	17,250 – –	– –	– –	69,000 – –	50,812 – –	–	– – –	–	
Ayr and Maybole Junction – –	33,000 – –	10,000 – –	– –	– –	43,000 – –	– – –	–	– – –	–	10.
Ayrshire, Bridge of Weir, and Port Glasgow Junction.	125,000 – –	41,600 – –	– –	– –	166,600 – –	25,000 – –	–	– – –	–	
Bagenalstown and Wexford –	270,000 – –	90,000 – –	– –	– –	360,000 – –	22,025 – –	–	– – –	–	
Ballymena, Ballymoney, Coleraine, and Portrush Junction.	200,000 – –	60,000 – –	– –	– –	260,000 – –	160,000 – –	Nil.	– – –	–	
Banbridge, Newry, Dublin, and Belfast Junction.	40,000 – –	8,000 – –	– –	– –	48,000 – –	12,727 – –	–	– – –	–	
Banff, Macduff, and Turriff Junction.	– – –	– – –	120,000	40,000	160,000 – –	9,629 – –	–	– – –	–	20.
Bangor and Caernarvon:—(Railway on Lease to the Chester and Holyhead Railway Company).	160,000 – –	– – –	– –	– –	160,000 – –	150,000 – –	4 p' cent.	– – –		

raise by Acts passed previous to and in 1855, the AMOUNT of SHARE CAPITAL actually paid up on the 31st day of December 1855, Interest from that which bears a Preferential Dividend or Rate of Interest, stating the Amount of Dividend upon such Ordinary entitled to receive, the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing Securities, on the 31st day of TOTAL AMOUNT the Company retained Powers at the End of 1855 to raise, either on existing SHARES, or by creating new Portions; the Length of Line in course of Construction at the End of 1855; the Length of Line each Company is authorised to each Company has obtained Powers.

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st December 1855.			Length of Line in course of Construction on the 31st December 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
16,600	4½	16,600	66,600 - -	- - -	7 74	- -	7 74	- -	- -	7 74	
- -	-	- -	3,600 - -	12,400 - -	- -	- -	- -	1 63	- -	1 63	
68,684	4	422,349	1,729,769 - -	137,149 4 7	6 69	51 36	58 25	- -	- -	58 25	- - Compared with the return to December 1854, there is an increase of 87,250 *l.* 13 *s.* 5 *d.*, arising from the Company having created stock to the extent of 71,022 *l.* 8 *s.* 5 *d.* on account of arrears of interest on 6 per cent. preference stock, and of 15,229 *l.* 2 *s.* 10 *d.*, the price for land for the new station at Aberdeen, under the Act 16 & 17 Vict., c. 101.
9,150	4¼										
93,634	4½										
26,463	4¾										
224,418	5										
- -	-	- -	7,792 - -	12,208 - -	- -	- -	- -	1 70	- -	1 70	
- -	-	- -	4,344 - -	128,989 6 8	- -	- -	- -	- -	15 77	15 77	- Undertaking abandoned.
86,250	3¼	173,750	894,312 - -	539,021 - -	- -	19 60	19 60	2 75	- -	22 55	
87,500	4										
7,100	3½	17,200	211,517 - -	55,149 - -	- -	15 20	15 20	- -	- -	15 20	
10,100	4										
- -	-	- -	10,527 - -	162,806 - -	- -	- -	- -	- -	10 31	10 31	- Undertaking abandoned.
- -	-	- -	50,812 - -	18,188 - -	- -	- -	- -	15 47	- -	15 47	
- -	-	- -	- - -	43,000 - -	- -	- -	- -	5 16	- -	5 16	
- -	-	- -	25,000 - -	141,600 - -	- -	- -	- -	- -	6 30	6 30	
- -	-	- -	22,025 - -	337,975 - -	- -	- -	- -	6 65	35 27	42 12	
58,620	5	58,620	218,620 - -	41,380 - -	34 57	- -	34 57	- -	- -	34 57	
- -	-	- -	12,727 - -	35,273 - -	- -	- -	- -	4 40	2 11	6 51	
- -	-	- -	9,629 - -	150,371 - -	- -	- -	- -	- -	17 74	17 74	
10,000	5	10,000	160,000 - -	- - -	7 7	- -	7 7	- -	- -	7 7	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.				
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive Preferential Dividend, or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.		Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.		£.
Bedale and Leyburn	50,000 - -	16,000 - -	- -	- -	66,000 - -	30,362 - -	Nil.	- - -		-
Bedford:—(Railway on Lease to the London and North Western Railway Company).	- - -	- - -	- -	- -	- - -	- - -	-	- - -		-
Belfast and Ballymena	585,000 - -	168,333 - -	- -	- -	753,333 - -	417,430 - -	5 p' cent.	- - -		-
Belfast and County Down	500,000 - -	166,666 - -	- -	- -	666,666 - -	257,741 - -	2½ p' cent.	16,060 - -		5
Bideford Extension	55,000 - -	10,000 - -	- -	- -	65,000 - -	35,978 - -	Nil.	- - -		-
Birkenhead, Lancashire, and Cheshire Junction.	2,550,000 - -	600,000 - -	- -	- -	3,150,000 - -	2,021,072 - -	2 p' cent.	- - -		-
Birmingham, Wolverhampton, and Stour Valley:—(Railway on Lease to the London and North Western Railway Company).	1,110,000 - -	370,000 - -	- -	- -	1,480,000 - -	760,350 - -	3½ p' cent.	- - -		-
Blackburn	1,050,000 - -	333,000 - -	- -	- -	1,383,000 - -	505,363 - -	Nil.	210,856 - -		6
Blyth and Tyne	260,000 - -	60,000 - -	- -	- -	320,000 - -	118,506 - -	9 p' cent.	50,000 - -		10
Bodmin and Wadebridge	22,500 - -	13,000 - -	- -	- -	35,500 - -	26,994 - -	Nil.	- - -		-
Bognor	30,000 - -	9,000 - -	- -	- -	39,000 - -	3,000 - -	-	- - -		-
Border Counties	250,000 - -	83,333 - -	- -	- -	333,333 - -	- - -	-	- - -		-
Boston, Sleaford, and Midland Counties.	200,000 - -	66,600 - -	- -	- -	266,600 - -	18,227 - -	-	- - -		-
Boston, Stamford, and Birmingham.	532,000 - -	177,266 6 8	- -	- -	709,266 6 8	83,625 10 -	-	- - -		-
Bradford, Wakefield, and Leeds	180,000 - -	60,000 - -	- -	- -	240,000 - -	41,283 - -	-	- - -		-
Bridgewater and Taunton Canal, and Stolford Railway and Harbour.	50,000 - -	57,000 - -	- -	- -	107,000 - -	- - -	-	- - -		-
Bridport	- - -	- - -	65,000	21,600	86,600 - -	18,391 - -	-	- - -		-
Bristol and Exeter	2,905,000 - -	1,392,600 - -	292,000	- -	4,589,600 - -	1,996,599 - -	4½ p' cent.	746,299 - -		4
Briton Ferry Floating Dock Company.	60,000 - -	20,000 - -	- -	- -	80,000 - -	20,176 - -	Nil.	- - -		-
Buckinghamshire:—(Railway on Lease to the London and North Western Railway Company).	1,245,000 - -	414,000 - -	- -	- -	1,659,000 - -	1,245,000 - -	4 p' cent.	- - -		-

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
- -	-	- -	30,362 - -	35,688 - -	- -	- -	- -	10 01	- -	10 01	
- -	-	- -	- - -	- - -	- -	16 40	16 40	- -	- -	16 40	
31,300	5	127,856	545,286 - -	208,047 - -	37 74	- -	37 74	27 31	- -	65 25	
55,286	4½										
41,270	4										
- -	-	- -	273,801 - -	392,865 - -	16 63	- -	16 63	- -	28 49	45 32	
10,000	5	10,000	45,978 - -	19,022 - -	6 04	- -	6 04	- -	- -	6 04	
59,000	3½	363,890	2,384,962 - -	765,038 - -	0 37	32 33½	32 70½	- -	1 35	34 25½	
4,000	3¾										
114,800	4										
64,817	4½										
6,060	4¾										
115,213	5										
- -	-	- -	760,350 - -	719,650 - -	- -	14 38	14 38	- -	3 01	17 39	
3,200	4	333,000	1,049,219 - -	333,781 - -	12 50	13 35	26 05	- -	19 31	45 36	
10,000	4½										
264,800	5										
30,000	5½										
25,000	7										
25,000	5	25,000	193,506 - -	126,494 - -	8 70	3 10	12 00	- -	18 10	30 10	
7,200	4	7,200	34,194 - -	1,306 - -	14 56	- -	14 56	- -	- -	14 56	
- -	-	- -	3,000 - -	36,000 - -	- -	- -	- -	- -	5 40	5 40	
- -	-	- -	- - -	333,333 - -	- -	- -	- -	- -	26 0	26 0	
- -	-	- -	18,227 - -	248,373 - -	- -	- -	- -	- -	27 26	27 26	
- -	-	- -	83,625 10 -	625,640 16 8	- -	- -	- -	- -	29 09	29 09	- Undertaking abandoned.
- -	-	- -	41,283 - -	198,717 - -	- -	- -	- -	9 79	- -	9 79	
- -	-	- -	- - -	107,000 - -	- -	- -	- -	- -	10 56	10 56	
- -	-	- -	18,391 - -	68,209 - -	- -	- -	- -	9 24	- -	9 24	
166,985	5	926,235	3,669,133 - -	920,467 - -	30 32	75 40	105 72	- -	52 16	158 08	- - By the Act 18 & 19 Vict. c. 63, the Capital of the Company is to consist ultimately of 2,000,000 *l.* ordinary and 2,000,000 *l.* Preference Stock. As the latter from time to time is paid up it is to be applied to the redemption of the Debenture Debt. The reduction in the authorised Capital will eventually be 689,600 *l.*
7,800	4¾										
297,080	4½										
6,500	4¼										
431,520	4										
16,350	3½										
- -	-	- -	20,176 - -	59,824 - -	0 63	- -	0 63	- -	- -	0 63	
- -	-	- -	1,245,000 - -	414,000 - -	21 34	31 38	52 72	- -	11 16	64 08	

(*continued*)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Caledonian - - - - -	7,274,409 - -	2,616,666 - -	375,000	124,900	10,390,975 - -	3,305,972 - -	2½ p' cent.	745,180 - -	4½
								32,135 - -	4
								102,420 - -	5
								33,485 - -	5
								156,355 - -	3
								450,000 - -	4½
								499,711 - -	3
								149,846 - -	5
								240,000 - -	2½
								150,000 - -	4½
								125,000 - -	3½
Caledonian and Dumbartonshire Junction.	650,000 - -	216,600 - -	- -	- -	866,600 - -	196,520 - -	4 p' cent.	- - -	-
Cannock Mineral - - -	400,000 - -	133,300 - -	- -	- -	200,000 - -	50,416 - -	-	- - -	-
	Reduced.	*See* Note.							
Carlisle and Silloth Bay Railway and Dock.	- - -	- - -	75,000	25,000	100,000 - -	- - -	-	- - -	-
Carmarthen and Cardigan - -	300,000 - -	80,000 - -	- -	- -	380,000 - -	20,268 - -	-	- - -	-
Caterham - - - - - -	30,000 - -	8,000 - -	- -	- -	38,000 - -	30,000 - -	-	- - -	-
Chard - - - - - -	317,000 - -	106,000 - -	- -	- -	423,000 - -	56,459 - -	-	2,375 - -	5
								62,600 - -	4
Cheltenham and Oxford - -	1,000,000 - -	333,000 - -	- -	- -	1,333,000 - -	77,400 - -	-	- - -	-
Chester and Holyhead:—(Including Mold Railway).	3,255,000 - -	1,084,332 - -	- -	- -	4,339,332 - -	2,092,890 - -	Nil.	630,000 - -	5
								254,562 - -	5
Clydesdale Guaranteed:—(Included in the Caledonian).	—	—	—	—	—	—	—	—	-
Cockermouth and Workington -	107,500 - -	35,832 - -	- -	- -	143,332 - -	75,220 - -	1⅞ p' cent.	19,706 - -	5
								3,433 - -	4
Cockermouth and Workington Extension.	200,000 - -	60,000 - -	- -	- -	260,000 - -	- - -	-	- - -	-
Colchester, Stour Valley, Sudbury, and Halstead.	675,000 - -	224,000 - -	- -	- -	899,000 - -	227,482 - -	3¼ p' cent.	3,907 - -	5
Coleford, Monmouth, Usk, and Pontypool.	160,000 - -	50,000 - -	- -	- -	210,000 - -	54,759 - -	Nil.	- - -	-
Cork and Bandon - - -	618,000 - -	80,000 - -	- -	- -	698,000 - -	240,000 - -	Nil.	47,312 - -	5
								509 - -	6
Cork and Youghal - - -	375,000 - -	125,000 - -	50,000	16,000	566,000 - -	89,166 - -	Nil.	- - -	-
Cork, Blackrock, and Passage -	170,000 - -	56,663 - -	- -	- -	226,663 - -	118,686 - -	Nil.	- - -	-
Cornwall - - - - - -	1,125,060 - -	375,020 - -	- -	- -	1,500,080 - -	656,096 - -	-	- - -	-
Coventry, Nuneaton, Birmingham, and Leicester:—(Included in the Return of the London and North Western Railway Company).	—	—	—	—	—	—	—	—	-

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway, open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
509,954	5	2,262,690	8,252,794 - -	2,138,181 - -	5 64	185 50	191 34	21 05	64 56	277 15	
282,519	4¾										
867,551	4½										
5,500	4¼										
485,658	4										
110,508	3½										
1,000	3¼										
- -	-	- -	196,520 - -	670,080 - -	- -	8 03	8 03	- -	26 31	34 34	
- -	-	- -	50,416 - -	149,584 - -	- -	- -	- -	- -	7 22	7 22	- - Formerly the Derbyshire, Staffordshire, and Worcestershire Junction Railway Company. The capital is reduced by the 18 & 19 Vict. c. 194, from 400,000 *l.* to 160,000 *l.*, and the loan from 133,300 *l.* to 40,000 *l.*
- -	-	- -	- - -	100,000 - -	- -	- -	- -	12 64	- -	12 64	
- -	-	- -	20,268 - -	359,732 - -	- -	- -	- -	- -	25 40	25 40	
8,000	5	8,000	38,000 - -	- - -	- -	- -	- -	4 52	- -	4 52	
46,000	4	46,000	167,434 - -	255,566 - -	- -	- -	- -	- -	16 08	16 08	
- -	-	- -	77,400 - -	1,255,600 - -	- -	- -	- -	- -	37 74	37 74	From a former Return.
9,000	3½	1,082,610	4,060,062 - -	279,270 - -	6 59	91 56	98 35	- -	2 27	100 62	
3,000	3¾										
395,650	4										
208,292	4½										
77,751	4¾										
388,917	5										
—	-	—	—	—	—	—	—	—	—	—	
6,870	4½	35,708	134,067 - -	9,265 - -	8 40	- -	8 40	- -	0 36	8 76	
5,275	4¼										
2,006	4⅛										
20,257	4										
1,300	3⅝										
- -	-	- -	- - -	260,000 - -	- -	- -	- -	- -	14 30	14 30	- Undertaking abandoned.
8,175	5	40,175	271,564 - -	627,436 - -	13 17	- -	13 17	- -	30 69	44 06	
32,000	4										
- -	-	- -	54,759 - -	155,241 - -	3 75	- -	3 75	12 05	6 09	22 09	
29,117	4	74,117	361,938 - -	336,062 - -	19 54	- -	19 54	- -	47 35	67 09	
10,440	6										
20,800	5⅕										
4,250	5										
2,200	4½										
7,310	4										
- -	-	- -	89,166 - -	476,834 - -	- -	- -	- -	12 00	39 01	51 01	
28,150	5	40,892	159,578 - -	67,085 - -	6 23	- -	6 23	- -	1 5½	7 28½	
12,742	4										
308,247	5	326,197	982,293 - -	517,787 - -	- -	- -	- -	54 09	10 71	65 00	
17,950	4½										
—	-	—	—	—	—	—	—	—	—	—	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Crieff Junction	45,000 – –	12,000 – –	– –	– –	57,000 – –	22,876 – –	–	– – –	–
Cromford and High Peak	206,525 – –	– – –	20,000	6,000	232,525 – –	127,700 – –	Nil.	31,910 – –	3½
								46,915 – –	2½
Durenth Valley	50,000 – –	16,600 – –	– –	– –	66,600 – –	750 – –	–	– – –	–
Darlington and Barnard Castle	100,000 – –	33,300 – –	– –	– –	133,300 – –	52,411 – –	–	– – –	–
Dearness Valley	– – –	– – –	40,000	13,000	53,000 – –	– – –	– –	– – –	–
Deeside	106,250 – –	35,400 – –	– –	– –	141,650 – –	79,687 – –	5 p' cent.	– – –	–
Delabole and Rock	15,000 – –	5,000 – –	– –	– –	20,000 – –	3,595 – –	–	– – –	–
Dowlais	– – –	– – –	– –	– –	– – –	– – –	–	– – –	–
Dublin and Belfast Junction	950,000 – –	316,660 – –	– –	– –	1,266,660 – –	779,195 – –	5 p' cent.	– – –	–
Dublin and Drogheda	953,000 – –	317,666 – –	– –	– –	1,270,666 – –	526,612 – –	4¼ p' cent.	48,228 – –	5
								43,741 – –	4
Dublin and Kingstown	500,000 – –	170,000 – –	– –	– –	670,000 – –	297,500 – –	8	– – –	–
Dublin and Wicklow	500,000 – –	166,666 – –	– –	– –	666,666 – –	473,971 – –	Nil.	– – –	–
Dublin, Belfast, and Coleraine Junction.	642,400 – –	214,133 – –	– –	– –	856,533 – –	28,360 – –	–	– – –	–
Dundalk and Black Rock	– – –	– – –	12,000	4,000	16,000 – –	862 – –	–	– – –	–
Dundalk and Enniskillen	406,800 – –	135,600 – –	90,000	30,000	662,400 – –	171,420 – –	6 s. p' cent.	76,604 – –	5
Dundee and Arbroath:—(Railway on Lease to the Dundee and Perth and Aberdeen Railway Junction Company).	266,700 – –	88,900 – –	– –	– –	355,600 – –	199,265 – –	3¼ p' cent.	64,509 – –	5
Dundee and Newtyle:—(Railway on Lease to the Dundee and Perth and Aberdeen Railway Junction Company).	140,000 – –	– – –	– –	– –	140,000 – –	83,420 – –	–	– – –	–
Dundee and Perth and Aberdeen Railway Junction.	650,000 – –	216,599 – –	– –	– –	866,599 – –	299,507 – –	Nil.	217,668 – –	5
Dursley and Midland Junction	– – –	– – –	12,000	4,000	16,000 – –	4,800 – –	–	– – –	–
East Anglian	1,600,000 – –	– – –	– –	– –	1,600,000 – –	1,033,606 – –	Nil.	32,560 – –	5
								10,390 – –	7
								119,926 – –	6
								70,695 – –	7
East Grinstead	50,000 – –	10,000 – –	– –	– –	60,000 – –	49,127 – –	27 s. p' cent.	– – –	–

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
- -	-	- -	22,876 - -	34,124 - -	- -	- -	- -	8 75	- -	8 75	
- -	-	- -	206,525 - -	26,000 - -	23 54	10 0	33 54	- -	0 47	34 21	
- -	-	- -	750 - -	65,850 - -	- -	- -	- -	- -	5 65	5 65	
23,552 5,520 1,650	5 4¾ 4½	30,722	83,133 - -	50,167 - -	- -	- -	- -	15 25	- -	15 25	
- -	-	- -	- - -	53,000 - -	- -	- -	- -	- -	5 43	5 43	
19,470 9,050 6,880	4 4½ 5	35,400	115,087 - -	26,563 - -	16 16	- -	16 16	- -	- -	16 16	
- -	-	- -	3,595 - -	16,405 - -	- -	- -	- -	- -	16 15	16 15	- Undertaking abandoned.
- -	-	- -	- - -	- - -	0 61	1 07	1 68	0 32	- -	2 20	
77,150 23,900 13,300 80,500	5 4½ 4 3½	194,850	974,045 - -	292,615 - -	44 66	10 62	55 48	- -	- -	55 48	
39,802 2,100 67,750 19,500 146,850 74,327	4 4¼ 4½ 4¾ 5 4	350,329	968,910 - -	301,756 - -	26 76	35 21	62 17	- -	- -	62 17	
70,000	4	70,000	367,500 - -	302,500 - -	1 53	6 07	7 60	- -	- -	7 60	
52,500 88,000	4½ 5	140,500	614,471 - -	52,195 - -	32 64	1 42	34 26	- -	0 18	34 44	
- -	-	- -	28,360 - -	828,173 - -	- -	- -	- -	- -	88 70	88 70	- Undertaking abandoned.
- -	-	- -	862 - -	15,138 - -	- -	- -	- -	3 24	- -	3 24	
60,000 35,600	4 5	95,600	343,624 - -	318,776 - -	36 72	- -	36 72	5 0	21 04	62 76	
38,500 7,900	4 4½	45,500	309,274 - -	46,326 - -	- -	17 27¼	17 27¼	- -	- -	17 27¼	
23,000	5	23,000	106,420 - -	33,580 - -	- -	10 20	10 20	- -	- -	10 20	- - From former Statement, the Company having neglected to comply with the Orders of The House, made in 1854, 1855, and 1856.
1,000 65,800 22,800 108,063 5,000 3,500 5,136 2,000	3¾ 4 4½ 5 5¼ 5½ 6 6½	213,299	730,474 - -	136,125 - -	- -	20 73	20 73	- -	2 22	23 15	
- -	-	- -	4,800 - -	11,200 - -	- -	- -	- -	2 43	- -	2 43	
267,928 2,000 1,725 1,900	5 4¾ 4½ 4	273,553	1,540,730 - -	59,270 - -	48 44	18 44	67 08	- -	15 76	83 04	
1,000 1,200	4½ 5	2,200	51,327 - -	8,673 - -	6 67	- -	6 67	- -	0 6	6 73	

(continued)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£.
East Kent	700,000 – –	233,333 6 8	500,000	166,666 13 4	1,600,000 – –	157,587 – –	–	14,770 – –	5
East Lancashire	3,179,375 – –	1,058,458 – –	– –	– –	4,237,833 – –	2,221,300 – –	3½ p' cent.	287,793 – –	6
								263,311 – –	5
								63,855 – –	4
East Lincolnshire:—(Railway on Lease to the Great Northern Railway Company).	600,000 – –	200,000 – –	– –	– –	800,000 – –	– – –	–	600,000 – –	6
East of Fife	– – –	– – –	32,000	10,600 – –	42,600 – –	6,015 – –	–	– – –	–
East Suffolk	450,000 – –	150,000 – –	– –	– –	600,000 – –	80,312 – –	Nil.	– – –	–
Eastern Counties	10,100,700 – –	3,341,566 – –	– –	– –	13,442,266 – –	5,833,610 – –	2¼ p' cent.	1,920,039 – –	5
								618,317 – –	6
Eastern Union	2,310,000 – –	686,666 13 4	– –	– –	2,996,666 13 4	1,104,218 – –	1 p' cent.	96,545 – –	4
								25,425 – –	3½
								217,150 – –	4
								175,000 – –	4
								15,000 – –	4
Edinburgh & Bathgate	250,000 – –	83,000 – –	– –	– –	333,000 – –	167,098 – –	3¾ p' cent.	– – –	–
Edinburgh and Glasgow	2,403,375 – –	1,121,700 – –	165,000	30,000 – –	3,720,075 – –	2,223,375 – –	2 p' cent.	150,000 – –	5½
								58,332 – –	5
Edinburgh, Perth, & Dundee	2,500,260 – –	1,819,633 12 2	– –	– –	4,319,893 12 2	1,280,000 – –	½ p' cent.	97,720 – –	4
								281,234 – –	4
Exeter and Crediton	90,000 – –	29,999 – –	– –	– –	119,999 – –	70,000 – –	Nil.	20,000 – –	5
Exeter and Exmouth	160,000 – –	53,000 – –	– –	– –	213,000 – –	16,800 – –	–	– – –	–
Exeter and Exmouth (Incorporated by Act 1855, c. 122).	– – –	– – –	70,000	23,000 – –	93,000 – –	2,641 – –	–	– – –	–
Exeter, Yeovil, and Dorchester	1,400,000 – –	466,000 – –	– –	– –	1,866,000 – –	147,000 – –	–	– – –	–
Fife and Kinross	– – –	– – –	70,000	23,000 – –	93,000 – –	– – –	–	– – –	–
Fleetwood, Preston, and West Riding Junction.	270,000 – –	90,000 – –	– –	– –	360,000 – –	161,406 – –	–	– – –	–
Forth and Clyde Junction	150,000 – –	50,000 – –	– –	– –	200,000 – –	96,289 – –	–	– – –	–
Forth and Clyde Navigation:—(Owners of the Drumpeller Railway).	26,000 – –	8,666 13 4	– –	– –	34,666 13 4	14,420 – –	–	– – –	–
Frome, Yeovil, and Weymouth	550,000 – –	183,000 – –	– –	– –	733,000 – –	– – –	–	– – –	–

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
- -	-	- -	172,357 - -	1,427,643 - -	- -	- -	- -	1 00	47 77	48 77	
108,990	3½	986,888	3,823,147 - -	414,686 - -	7 54½	72 25	79 79½	3 3	8 11	91 13½	
61,700	3¾										
94,560	4										
349,903	4¼										
246,097	4½										
5,000	4⅝										
53,130	4¾										
67,508	5										
6,600	5	196,382	796,382 - -	3,618 - -	- -	47 10	47 10	- -	- -	47 10	
128,670	4½										
1,100	4¼										
13.670	4										
46,342	3½										
- -	-	- -	6,015 - -	36,585 - -	- -	- -	- -	- -	7 05	7 05	
50,000	-	50,000	130,312 - -	469,688 - -	13 22	0 40	13 62	- -	33 17	46 79	
171,812	3½	2,620,385	10,992,351 - -	2,449,915 - -	14 64½	194 66	209 50½	10 71	58 20	278 61½	
39,000	3¾										
415,695	4										
86,100	4¼										
,135,878	4½										
309,550	4¾										
462,350	5										
84,100	4	686,572	2,319,910 - -	676,756 13 4	21 41	72 25	93 66	- -	10 67	104 53	
67,177	4¼										
17,350	4½										
2,000	4¾										
515,945	5										
83,000	3½	83,000	250,098 - -	82,902 - -	1 10	10 35¼	11 45¼	- -	11 74	23 39¼	
23,550	5	1,084,849	3,516,556 - -	203,519 - -	22 26½	58 10	80 36½	1 52	3 01½	85 10	
26,600	4¾										
601,730	4½										
20,000	4¼										
271,578	4										
73,130	3¾										
67,761	3½										
500	3										
49,238	5	1,577,661	3,236,615 - -	1,083,278 12 2	2 46½	69 39	72 05½	- -	13 28	85 33½	
3,878	3¾										
840,636	3½										
603,793	3										
62,728	2½										
17,288	2										
2,000	4½	23,333	113,333 - -	6,666 - -	5 50	- -	5 50	- -	- -	5 50	
21,333	3½										
- -	- -	- -	16,800 - -	196,200 - -	- -	- -	- -	- -	10 37	10 37	- Undertaking abandoned.
- -	- -	- -	2,641 - -	90,359 - -	- -	- -	- -	- -	6 68	6 68	
- -	- -	- -	147,000 - -	1,719,000 - -	- -	- -	- -	- -	69 27½	69 27½	
- -	- -	- -	- - -	93,000 - -	- -	- -	- -	- -	14 00	14 00	
- -	- -	- -	161,406 - -	198,594 - -	- -	- -	- -	- -	13 40	13 40	
47,050	5	47,050	143,339 - -	56,661 - -	- -	- -	- -	29 64	- -	29 64	
- -	- -	- -	14,420 - -	20,246 13 4	1 28	- -	1 28	- -	0 39	1 67	
- -	- -	- -	- - -	733,000 - -	—	—	—	—	—	—	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Furness	340,000 – –	101,933 – –	120,000	38,067	600,000 – –	233,340 – –	6 p' cent.	100,000 – –	5
General Terminus and Glasgow Harbour.	250,000 – –	83,332 – –	– –	– –	333,332 – –	137,993 – –	Nil.	– – –	–
Glasgow, Airdrie, and Monklands Junction.	500,000 – –	166,300 – –	– –	– –	666,300 – –	98,258 – –	–	– – –	–
Glasgow and South Western	5,611,733 6 8 Reduced.	1,910,666 13 4 *See* Note.	– –	– –	4,666,666 –	2,801,633 – –	3 ¾ p' cent.	406,250 – – 90,000 – –	5 3
Glasgow, Barrhead, and Neilston Direct:—(Included in the Return of the Caledonian Railway Company).	—	—	—	—	—	—	–	—	–
Glasgow, Dumbarton, and Helensburgh.	– – –	– – –	240,000	60,000	300,000 – –	42,258 – –	–	– – –	–
Glasgow, Strathaven, and Lesmahagow.	– – –	– – –	– –	– –	– – –	– – –	–	– – –	–
Gloucester and Dean Forest:—(Railway on Lease in perpetuity to the Great Western Railway Company).	254,000 – –	83,533 – –	– –	– –	337,533 – –	254,000 – –	4 ⅛ p' cent.	– – –	–
Great Northern	8,043,000 – –	2,681,466 – –	1,000,000	333,000	12,057,466 – –	4,808,437 – –	4 ½ p' cent.	1,303,242 – – 750,000 – – 804,567 – – 599,532 – –	5 5 4 ½ 5
Great North of England:—(Included in the Statement of the North-Eastern Railway Company).	—	—	—	—	—	—	—	—	–
Great North of England, Clarence, and Hartlepool Junction:—(Railway on Lease to the North Eastern Railway Company).	74,000 – –	24,500 – –	– –	– –	99,400 – –	41,875 – –	3 p' cent.	13,725 – – 16,918 – –	5 4 ½
Great North of Scotland	1,107,440 – –	300,000 – –	– –	– –	1,407,440 – –	275,203 – –	1 ½ p' cent.	287,853 – –	5
Great North of Scotland (Eastern Extension).	400,000 – –	133,333 6 8	– –	– –	533,333 6 8	7,105 – –	–	– – –	–
Great Southern and Western	3,220,000 – –	921,630 – –	– –	– –	4,141,630 – –	2,500,000 – –	5 p' cent.	310,316 – – 890,170 – –	6 4
Great Western	19,516,787 – –	7,387,440 – –	– –	– –	26,904,227 – –	8,164,500 – – 188,087 – –	2 ½ 3 ½ p' cent.	1,678,613 – – 13,525 – – 3,167,359 – – 100,000 – – 2,113,107 – – 395,100 – – 2,658,615 – – 300,128 – –	3 ¼ 3 ¼ 4 4 ½ 4 ½ 5 8

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
4,000	3½	101,933	435,273 - -	164,727 - -	16 01	5 63	21 64	- -	1 16	23 00	
25,433	4										
59,880	4½										
9,300	4¾										
3,320	5										
10,000	4¼	10,000	147,993 - -	185,339 - -	- -	2 21½	2 21½	- -	1 45	3 66½	
- -	-	- -	98,258 - -	568,042 - -	- -	- -	- -	- -	17 03	17 03	
351,992	4½	1,074,321	4,372,204 - -	294,462 - -	29 61	158 02	187 63	- -	1 70	189 53	- The Act 18 & 19 Vic c. 97, fixes the sha capital of the compa at 3,500,000 *l.*, and t sum to be raised mortgage at 1,166,666 causing a reduction 2,111,733 *l.* 6 *s.* 8 *d.* the capital, a 744,000 *l.* 13 *s.* 4 *d.* the loan.
99,790	4¼										
1,700	4⅛										
393,244	4										
6,200	3¾										
221,395	3½										
5. —	-	—	—	—	—	—	—	—	—	—	
- -	-	- -	42,258 - -	257,742 - -	- -	- -	- -	18 43	- -	18 43	
- -	-	- -	- - -	- - -	- -	- -	- -	- -	15 23	15 23	- Undertaking aba doned.
25,000	4	25,000	279,000 - -	58,533 - -	- -	7 71	7 71	1 13	1 14	10 18	
434,740	5	2,810,136	11,075,914 - -	981,552 - -	- -	236 46½	236 46½	- -	112 8½	348 55	
82,070	4¾										
1,135,283	4½										
236,833	4¼										
487,840	4										
433,370	3½										
10. —	-	—	—	—	—	—	—	—	—	—	
- -	-	- -	72,518 - -	26,882 - -	2 40	6 28	8 68	- -	- -	8 68	
108,300	4½	108,300	671,356 - -	736,084 - -	39 35	- -	39 35	12 40	1 72	53 67	
- -	-	- -	7,105 - -	526,228 6 8	- -	- -	- -	- -	47 45½	47 45½	
9,800	4	438,602	4,139,088 - -	2,542 - -	16 0	189 3	205 03	- -	54 67	259 70	- - Compared with t Return to Decemb 1854 there is an increa in the authoris capital, amounting 55,000 *l.*, the compa having subscribed ca tal to that amount the undertakings of t Killarney Junction a Limerick and Foyn Railway Companies.
25,000	4¼										
320,279	4½										
83,523	5										
15. 825,507	3½	7,367,081	26,146,115 - -	758,112 - -	21 23	387 49½	408 72½	100 0	161 30	670 22½	
208,200	3¾										
907,010	4										
41,700	4¼										
2,832,320	4½										
945,705	4¾										
1,606,039	5										

(continued

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.				
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.		Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.		£.
Great Western and Brentford	- - -	- - -	90,000	30,000	120,000 - -	7,430 - -	-	- - -		-
Great Western and Uxbridge	50,010 - -	16,670 - -	- -	- -	66,680 - -	2,395 - -	-	- - -		-
Greenock Guaranteed (included in the Caledonian).	—	—	—	—	—	—	—	—		-
Hampstead Junction	250,000 - -	83,333 - -	- -	- -	333,333 - -	58,351 - -	-	- - -		-
Hartlepool Dock and Railway	279,000 - -	153,000 - -	- -	- -	432,000 - -	440,570 - -	8 p' cent.	- - -		-
Hayling Bridge and Causeway	5,000 - -	1,600 - -	- -	- -	6,600 - -	319 - -	-	- - -		-
Hereford, Ross, and Gloucester	305,000 - -	91,000 - -	- -	- -	396,000 - -	213,129 - -	Nil.	23,500 - -		5
Herne Bay and Canterbury Junction.	30,000 - -	10,000 - -	- -	- -	40,000 - -	2,250 - -	-	- - -		-
Hertford and Welwyn Junction	65,000 - -	21,600 - -	- -	- -	86,600 - -	13,574 - -	-	- - -		-
Horncastle	48,000 - -	13,000 - -	- -	- -	61,000 - -	43,170 - -	4 p' cent.	- - -		-
Hull and Holderness	120,000 - -	33,000 - -	- -	- -	153,000 - -	90,475 - -	4 p' cent.	- - -		-
Hull and Selby:—(Railway on Lease to the North-Eastern Railway Company, included in that statement).	—	—	—	—	—	—	—	—		-
Inverness and Nairn	80,000 - -	26,666 - -	- -	- -	106,666 - -	60,000 - -	-	- - -		-
Inverury and Old Meldrum Junction.	- - -	- - -	22,000	7,000	29,000 - -	5,073 - -	-	- - -		-
Irish South-Eastern	264,000 - -	88,000 - -	- -	- -	352,000 - -	231,981 - -	39s. 6d. p' cent.	- - -		-
Jedburgh	- - -	- - -	35,000	11,500	46,500 - -	10,490 - -	-	- - -		-
Kendal and Windermere	175,000 - -	56,000 - -	- -	- -	231,000 - -	116,550 - -	2 p' cent.	33,000 - -		6
Kilkenny and Great Southern and Western.	225,000 - -	75,000 - -	- -	- -	300,000 - -	22,000 - -	-	- - -		-
Killarney and Valencia	300,000 - -	100,000 - -	- -	- -	400,000 - -	7,659 - -	-	- - -		-
Killarney Junction	225,000 - -	125,000 - -	- -	- -	350,000 - -	124,434 - -	3 p' cent.	- - -		-
Kilmarnock and Troon:—(Railway on Lease to the Glasgow and South Western Railway Company).	45,000 - -	- - -	- -	- -	45,000 - -	45,000 - -	-	- - -		-
Lancashire and Yorkshire	11,400,196 - -	2,773,432 - -	- -	- -	14,173,628 - -	8,602,088 - -	4 ¼	794,040 - -		6
						224,000 - -	2 ½ p' cent.	258,816 - -		4½
(Preston and Wyre)	708,000 - -	- - -	- -	- -	708,000 - -	708,000 - -	7 p' cent.	- - -		-

Total Debt of the Company divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
- -	-	- -	7,430 - -	112,570 - -	- -	- -	- -	- -	4 32	4 32	
- -	-	- -	2,395 - -	64,285 - -	- -	- -	- -	- -	2 46	2 46	- Undertaking abandoned.
—	-	—	—	—	—	—	—	—	—	—	
- -	-	- -	58,351 - -	274,982 - -	- -	- -	- -	0 30	6 33	6 63	
1,800	-	15,740	456,310 - -	- - -	2 0	13 63	15 63	- -	- -	15 63	
1,620	3 1/2										
8,620	3 3/4										
1,700	4 1/8										
2,000	4 3/8										
- -	-	- -	319 - -	6,281 - -	- -	- -	- -	- -	1 26	1 26	
69,918	4	90,998	327,627 - -	68,373 - -	22 45	- -	22 45	- -	0 12	22 57	
21,080	4 1/2										
- -	-	- -	2,250 - -	37,750 - -	- -	- -	- -	- -	3 66	3 66	
- -	-	- -	13,574 - -	73,026 - -	- -	- -	- -	7 55	- -	7 55	
13,000	5	13,000	56,170 - -	4,830 - -	7 29	- -	7 29	- -	- -	7 29	
13,100	4 1/2	33,000	123,475 - -	29,525 - -	17 40	- -	17 40	- -	- -	17 40	
500	4 3/4										
19,400	5										
—	-	—	—	—	—	—	—	—	—	—	
26,000	5	26,000	86,000 - -	20,666 - -	15 15	- -	15 15	- -	0 37	15 52	
- -	-	- -	5,073 - -	23,927 - -	- -	- -	- -	4 43	- -	4 43	
31,050	4	33,050	265,031 - -	86,969 - -	22 48	- -	22 48	- -	- -	22 48	
2,000	5										
- -	-	- -	10,490 - -	36,010 - -	- -	- -	- -	7 16	- -	7 16	
49,567	3 1/4 to 5	49,567	199,117 - -	31,883 - -	- -	10 24	10 24	- -	- -	10 24	
- -	-	- -	22,000 - -	278,000 - -	- -	- -	- -	- -	26 05	26 05	
- -	-	- -	7,059 - -	392,341 - -	- -	- -	- -	- -	37 67	37 67	- Undertaking abandoned.
125,000	4	125,000	249,434 - -	100,566 - -	40 26	- -	40 26	- -	- -	40 26	
- -	-	- -	45,000 - -	—	—	—	—	—	—	—	
69,800	5	3,245,166	13,124,110 - -	1,049,518 - -	21 50	209 58	231 28	- -	41 46	272 74	- By the amalgamation of the Manchester and Southport Railway Company, and the Lancashire and Yorkshire Railway Company, a reduction of 575,000 *l.* in the capital, and of 38,717 *l.* in the Lancashire and Yorkshire capital occurs.
392,448	4 3/4										
1,044,654	4 1/2										
465,311	4 1/4										
588,734	4										
61,450	3 3/4										
596,969	3 1/2										
25,800	3 1/4										
- -	-	- -	708,000 - -	- - -	8 36	20 48	29 04	- -	- -	29 04	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament.					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.				
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.	
Lancaster and Carlisle	1,306,000 - -	433,000 - -	- -	- -	1,739,000 - -	1,358,330 - -	7¼ p' cent.	- - -	-	
Lancaster and Preston Junction	460,000 - -	113,000 - -	- -	- -	573,000 - -	486,644 - -	2 p' cent.	- - -	-	
Leeds and Bradford (included in the Return of the Midland Railway Company).	—	—	—	—	—	—	-	—	-	
Leeds, Bradford, and Halifax Junction.	350,000 - -	99,300 - -	150,000	60,700	660,000 - -	260,250 - - Calls in advance 15,450 - -	6 p' cent. 5 p' cent.	- - -	-	
Leominster and Kington	80,000 - -	26,000 - -	- -	- -	106,000 - -	45,087 - -	-	- - -	-	5
Leven	23,000 - -	5,000 - -	- -	- -	28,000 - -	21,984 - -	4½ p' cent.	- - -	-	
Limerick and Castleconnell	- - -	- - -	25,000	8,000	33,000 - -	2,459 - -	-	- - -	-	
Limerick and Ennis	150,000 - -	75,000 - -	- -	- -	225,000 - -	46,950 - -	-	- - -	-	
Limerick and Foynes	130,000 - -	43,300 - -	- -	- -	173,300 - -	42,800 - -	-	- - -	-	
Liskeard and Caradon	22,500 - -	7,500 - -	- -	- -	30,000 - -	11,625 - -	Nil.	7,180 - -	5	10.
Liverpool, Manchester, and Newcastle-upon-Tyne Junction.	1,440,000 - -	473,333 - -	- -	- -	1,913,333 - -	140,000 - -	-	- - -	-	
Llanelly Railway and Dock	264,000 - -	66,000 - -	- -	- -	330,000 - -	199,680 - -	1 p' cent.	19,266 - - 6,522 - -	5 11 9s	
Llanidloes and Newtown	60,000 - -	20,000 - -	- -	- -	80,000 - -	2,417 - -	-	- - -	-	
Llynvi Valley	125,000 - - *See* Note.	24,500 - -	130,920	42,100	266,600 - -	69,080 - -	4 p' cent.	- - -	-	
London and Blackwall	1,426,000 - -	473,000 - -	100,000	33,000	2,032,000 - -	1,241,845 - -	2¾ p' cent.	- - -	-	15.
For the London, Tilbury, and Southend Railway: — (One moiety authorised by the Acts, the other included in the Eastern Counties Railway Capital).	226,000 - -	50,000 - -	- -	- -	276,000 - -	450,700 - -	6 p' cent.	- - -	-	
London and Greenwich: — (Railway on Lease to the South Eastern Railway Company).	760,000 - -	233,300 - -	- -	- -	993,300 - -	550,000 - -	2⅝ p' cent.	210,000 - -	5	
London and North Western	26,921,640 -	11,813,209 - -	- -	- -	38,734,039 - -	22,474,636 - -	5 p' cent.	270,000 - - 402,830 - -	5 3½	

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st December 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.		£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
44,450	4	163,140	1,521,470 - -	217,530 - -	- -	70 27	70 27	- -	- -	70 27	
13,130	3¾										
47,000	3⅝										
21,900	3½										
36,660	3¼										
2,000	3¼	77,800	564,444 - -	8,556 - -	- -	20 20	20 20	- -	- -	20 20	
6,800	3½										
1,000	3⅝										
32,500	3¾										
31,500	4										
4,000	4½										
—	-	—	—	—	—	—	—	—	—	—	
50,000	4¼	80,949	356,649 - -	303,351 - -	- -	9 77	9 77	10 13	- -	20 10	
30,949	5										
6,950	5	6,950	52,037 - -	53,963 - -	- -	- -	- -	13 0	- -	13 0	
4,000	4¼	4,500	26,484 - -	1,516 - -	5 62	- -	5 62	- -	0 43	6 25	
- -	-	- -	2,459 - -	30,541 - -	- -	- -	- -	- -	5 61	5 61	
- -	-	- -	46,950 - -	178,050 - -	- -	- -	- -	23 66	2 19	26 05	
- -	-	- -	42,800 - -	130,500 - -	- -	- -	- -	16 60	9 25	26 05	
4,000	5	4,000	22,805 - -	7,195 - -	8 60	- -	8 60	- -	1 30	10 10	
- -	-	- -	140,000 - -	1,773,333 - -	- -	- -	- -	- -	51 30	51 30	
3,000	4	35,520	260,988 - -	69,012 - -	28 20	- -	28 20	7 13	0 60	36 13	
500	4¾										
32,020	5										
- -	-	- -	2,417 - -	77,583 - -	- -	- -	- -	- -	12 22	12 22	
13,750	5	50,575	119,655 - -	146,945 - -	17 51	- -	17 51	- -	14 66	32 37	- - Reduced by the 18 & 19 Vict. c. 50, to 69,080 *l.*
1,450	5¼										
30,875	4½										
4,500	4										
12,000	3½	339,800	1,581,645 - -	450,355 - -	- -	5 17	5 17	0 15	0 31	5 63	
158,000	4										
5,000	4¼										
18,200	4½										
15,700	4¾										
130,900	5										
100,000	5	100,000	550,700 - -	1,300 - -	15 19	17 67	33 46	3 45	- -	37 11	
50,000	4¼	233,300	993,300 - -	- - -	- -	3 60	3 60	- -	- -	3 60	
183,300	4										
1,127,755	5	10,685,167	33,832,633 - -	4,902,306 - -	58 12	472 47¾	530 59¾	9 0	189 32¼	729 12	
953,010	4¾										
3,987,852	4½										
366,634	4¼										
1,802,350	4										
724,560	3¾										
1,227,306	3½										
481,500	3¼										
14,200	3										

(continued)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament: Previous to 31st December 1854. By Shares.	Previous to 31st December 1854. By Loans.	In 1855. By Shares.	In 1855. By Loans.	TOTAL Capital and Loans authorised previous to 31st December 1855.	Amount of the Share Capital of the Company actually paid up on the 31st December 1855. Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest. Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
London and South Western -	7,685,328 - -	2,418,746 - -	9,000	3,000	9,952,742 13 4	6,898,682 - -	5 p' cent.	171,276 - -	7
	Reduced by Act. *See* Note.							14,400 - -	5
London, Brighton, and South Coast.	5,940,070 - -	1,859,930 - -	- -	- -	7,800,000 - -	4,615,633 - -	5 p' cent.	398,268 - -	5
								161,013 - -	5
								393,395 - -	6
								2,920 - -	5
								82,000 - -	5
								200,050 - -	5
Londonderry and Coleraine - -	565,000 - -	181,666 - -	- -	- -	746,666 - -	176,050 - -	Nil.	145,302 - -	5
Londonderry and Enniskillen -	455,000 - -	150,000 - -	- -	- -	605,000 - -	129,120 - -	Nil.	288,248 - -	5
Londonderry, Enniskillen, and Sligo.	300,000 - -	100,000 - -	- -	- -	400,000 - -	22,508 - -	-	- - -	-
Londonderry and Lough Swilly -	40,000 - -	13,000 - -	- -	- -	53,000 - -	2,950 - -	-	- - -	
Loughor Coal and Railway - -	24,000 - -	8,000 - -	- -	- -	32,000 - -	415 - -	-	- - -	-
Lowestoft Railway and Harbour:—(Included in the Return of the Norfolk Railway Company).	—	—	—	—	—	—	—	—	-
Luton, Dunstable, and Welwyn Junction.	- - -	- - -	120,000	40,000	160,000 - -	8,534 - -	-	- - -	-
Mallow and Fermoy - - -	100,000 - -	33,300 - -	- -	- -	133,300 - -	7,500 - -	-	- - -	-
Manchester and Birmingham, and North Staffordshire Junction.	80,000 - -	26,666 - -	- -	- -	106,666 - -	- - -	-	- - -	-
Manchester and Salford Extension	35,000 - -	11,600 - -	- -	- -	46,600 - -	2,600 - -	-	- - -	-
Manchester, Buxton, Matlock, and Midlands Junction.	453,750 - -	151,250 - -	- -	- -	605,000 - -	436,741 - -	48s. 6d. p' cent.	- - -	-
Manchester, Sheffield, and Lincolnshire.	7,480,300 - -	2,493,400 - -	366,698	- -	10,340,398 - -	4,084,863 - -	½ p' cent.	794,250 - -	6
								872,000 - -	6¾
								61,498 - -	3½
Manchester, South Junction, and Altrincham:—(Included in the Returns of the London and North Western, and Manchester, Sheffield, and Lincolnshire Railway Companies).	- - -	- - -	- -	- -	- - -	- - -	-	- - -	-
Maryport and Carlisle - - -	345,246 - -	114,700 - -	77,713	20,300	557,959 - -	167,175 - -	3½ p' cent.	83,912 - -	4
								91,200 - -	4½
								9,690 - -	

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
228,978	5	2,348,819	9,433,177 - -	519,565 13 4	83 77	180 19	264 16	18 26	96 29	378 71	- - By the 18 & 19 Vict. c. 188, the capital of the Company to December 1854 is fixed at 7,540,326 *l.* 13 *s.* 4 *d.*, and the loan at 2,400,416 *l.*, being a reduction of 145,001 *l.* 6 *s.* 8 *d.* and 18,330 *l.* respectively.
27,000	4¾										
762,296	4½										
378,975	4½										
670,220	4										
137,050	3¾										
134,700	3½										
9,600	3¼										
18,400	5	1,869,435	7,722,714 - -	77,286 - -	16 64	147 54	164 38	- -	18 40	182 78	
6,000	4⅞										
508,950	4½										
111,900	4¼										
872,485	4										
120,400	3¾										
231,300	3½										
83,500	4	165,500	486,852 - -	259,814 - -	36 13	- -	36 13	- -	28 06	64 19	
5,300	4⅛										
76,700	5										
62,275	4	125,000	542,368 - -	62,632 - -	51 02	9 28	60 30	- -	0 10	60 40	
2,900	4½										
59,825	5										
- -	-	- -	22,508 - -	377,492 - -	- -	- -	- -	- -	51 0	51 0	
- -	-	- -	2,950 - -	50,050 - -	- -	- -	- -	- -	9 37	9 37	
- -	-	- -	415 - -	31,585 - -	- -	- -	- -	- -	4 40	4 40	
—	-	—	—	—	—	—	—	—	—	—	
- -	-	- -	8,534 - -	151,466 - -	- -	- -	- -	- -	18 32	18 32	
- -	-	- -	7,500 - -	125,800 - -	- -	- -	- -	- -	16 0	16 0	
- -	-	- -	- - -	106,666 - -	- -	- -	- -	- -	3 79	3 79	
- -	-	- -	2,600 - -	44,000 - -	- -	- -	- -	- -	0 18	0 18	- Undertaking abandoned.
80,282	4	109,082	545,823 - -	59,177 - -	- -	11 42	11 42	- -	39 37	50 79	
28,800	4½										
141,580	3¾	2,369,965	8,182,576 - -	2,157,822 - -	11 24	159 68½	171 12½	1 20	60 76	233 28½	
212,799	4										
215,770	4¼										
586,666	4½										
18,625	4¾										
1,194,525	5										
- -	-	- -	- - -	- - -	- -	9 26	9 26	- -	- -	9 26	
706	5	114,700	466,677 - -	91,282 - -	20 06	8 22	28 28	- -	- -	28 28	
5,526	4½										
10,200	4¼										
500	4										
78,024	4										
19,450	3¾										
300	3½										

(continued)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament: Previous to 31st December 1854 — By Shares.	Previous to 31st December 1854 — By Loans.	In 1855. — By Shares.	In 1855. — By Loans.	Total Capital and Loans authorised previous to 31st December 1855.	Amount of the Share Capital of the Company actually paid up on the 31st December 1855. — Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest. — Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Mayfield	12,500 – –	4,000 – –	–	–	16,500 – –	930 – –	–	– – –	–
Metropolitan	1,000,000 – –	333,000 – –	–	–	1,333,000 – –	86,899 – –	–	– – –	–
Middlesbrough and Guisbrough	76,000 – –	20,000 – –	–	–	96,000 – –	51,155 – –	4½ p' cent.	– – –	–
Middlesbro' and Redcar:—(Railway on Lease to the Stockton and Darlington Railway Company);	66,000 – –	22,000 – –	–	–	88,000 – –	64,534 – –	6 p' cent.	– – –	–
Mid Kent	– – –	– – –	80,000	25,000	105,000 – –	6,875 – –	–	– – –	–
Midland	16,356,472 17 4	4,405,685 17 8	–	–	20,762,158 15 –	9,030,869 – –	3 5/6	401,560 – –	4
						978,533 – –	2 each p' cent.	1,190,080 – –	4½
								1,800,000 – –	4½
								170,000 – –	6
								150,000 – –	6
								1,799,902 – –	6
								140,000 – –	8
Midland Great Western of Ireland	1,948,000 – –	648,666 – –	–	–	2,596,666 – –	1,164,816 – –	5 p' cent.	– – –	–
Monkland	641,000 – –	213,666 – –	–	–	854,666 – –	329,704 – –	6 ½ p' cent.	55,000 – –	6
								40,000 – –	5
								38,750 – –	4½
(Slamannan and Borrowstonness Stock.)	105,000 – –	35,000 – –	–	–	140,000 – –	10,500 – –	–	– – –	–
Monmouthshire Railway and Canal.	622,500 – –	207,500 – –	202,500	67,500	1,100,000 – –	360,000 – –	2 p' cent.	112,500 – –	5
								150,000 – –	5
								99,150 – –	5
Morayshire	29,700 – –	9,900 – –	–	–	39,600 – –	24,100 – –	2 p' cent.	– – –	–
Mountmellick Junction	22,500 – –	7,500 – –	–	–	30,000 – –	– – –	–	– – –	–
Newcastle-upon-Tyne and Carlisle	1,535,000 – –	465,000 – –	–	–	2,000,000 – –	1,118,534 – –	2 ½ p' cent.	149,735 – –	4
Newmarket:—(Railway on Lease to the Eastern Counties Railway Company).	518,750 – –	172,915 – –	–	–	691,665 – –	350,000 – –	2 ⅔	– – –	–
						142,425 – –	5 p'cent.		
Newport, Abergavenny, and Hereford.	1,133,000 – –	377,333 – –	–	–	1,510,333 – –	530,307 – –	–	85,318 – –	5

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
- -	-	- -	930 - -	15,570 - -	- -	- -	- -	- -	6 0	6 0	
- -	-	- -	86,899 - -	1,246,101 - -	- -	- -	- -	- -	4 16	4 16	
9,050	4¾	20,850	72,005 - -	23,995 - -	10 58	- -	10 58	- -	2 14	12 72	
5,300	4½										
6,500	5										
900	4	22,660	87,194 - -	806 - -	4 52	3 19	7 71	- -	- -	7 71	
9,960	4¼										
1,000	4¾										
10,800	5										
- -	-	- -	6,875 - -	98,125 - -	- -	- -	- -	- -	5 11	5 11	
126,400	5	4,073,314	19,734,258 - -	1,027,900 15 -	25 78	467 55	493 53	63 06	80 59	637 38	
623,802	4¾										
1,046,691	4½										
233,973	4¼										
520,182	4										
387,870	3¾										
1,124,726	3½										
8,920	3¼										
750	3										
135,860	5	601,178	1,765,994 - -	830,672 - -	55 54	96 76	152 50	24 52	4 14	181 36	
219,680	5										
237,938	4½										
1,000	4										
6,700	3½										
5,900	4¾	163,033	626,487 - -	228,179 - -	42 15	10 60	52 75	- -	3 58	56 53	
32,396	4½										
5,200	4¼										
32,700	4										
46,900	3¾										
39,937	3½										
4,000	4¼	20,000	30,500 - -	109,500 - -	—	—	—	—	—	—	
16,000	4										
86,363	5	207,500	929,150 - -	170,850 - -	25 0	20 43	45 43	- -	7 03	53 26	
17,000	4½										
103,454	4										
683	3½										
3,400	5	8,850	32,950 - -	6,650 - -	5 72	- -	5 72	- -	- -	5 72	
5,450	4										
- -	-	- -	- - -	30,000 - -	- -	- -	- -	- -	3 58	3 58	- Undertaking abandoned.
23,800	5	539,927	1,808,196 - -	191,804 - -	13 01	65 20	78 21	- -	- -	78 21	
70,490	4¾										
173,730	4½										
27,904	4¼										
161,993	4										
82,100	3½										
82,976	3½	116,666	609,091 - -	82,574 - -	15 35	7 19	22 54	- -	26 50	49 24	- - The Eastern Counties Railway Company have purchased the Railway from Newmarket to Chesterford for the sum of 210,000 *l.* and assumed the responsibility of the Mortgage Debt of the Newmarket Company; they also pay a dividend of 5 per cent. on the capital expended on the Extension to Bury Line.
10,340	4½										
23,350	5										
14,150	4	241,050	856,075 - -	653,658 - -	- -	39 18	39 18	8 46	16 41	64 25	
35,340	4½										
20,000	4¾										
171,560	5										

(*continued*)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Newry and Enniskillen - -	900,000 - -	300,000 - -	- -	- -	1,200,000 - -	126,149 - -	Nil.	- - -	-
Newry, Warrenpoint, and Rostrevor.	100,000 - -	33,333 - -	- -	- -	133,333 - -	100,000 - -	Nil.	4,624 - -	6
Norfolk:—(Railway on Lease to the Eastern Counties Railway Company).	1,679,480 - -	679,400 - -	- -	- -	2,358,880 - -	993,661 - -	3 p'cent.	336,980 - -	5
								105,000 - -	5½
								447,400 - -	4
(Lowestoft Capital and Loan)	240,000 - -	80,000 - -	- -	- -	320,000 - -	- - -	- -	120,000 - -	4
								120,000 - -	6
Northampton and Banbury (included in the return of the London and North Western Railway Company).	—	—	—	—	—	—	—	—	-
Northern and Eastern - -	923,466 13 4	307,800 - -	- -	- -	1,231,266 13 4	910,800 - -	5 p'cent.	268,592 - -	
Northern Counties Union - -	2,625,000 - -	875,000 - -	- -	- -	3,500,000 - -	215,123 - -	- -	- - -	-
North and South Western Junction.	80,000 - -	25,600 - -	- -	- -	105,600 - -	63,077 - -	4 p'cent.	- - -	-
North British - - - -	3,353,533 6 8	1,117,793 6 8	- -	- -	4,471,326 13 4	2,497,295 - -	Nil.	780,200 - -	5
North Devon - - - -	621,400 - -	207,100 - -	- -	- -	828,500 - -	33,340 - -	- -	- - -	-
						291,628 - -	1½ p'cent.		
North Eastern - - - -	18,766,487 - -	6,074,825 - -	- -	- -	24,841,312 - -	10,949,296 - -	4½ Berwick.	66,920 - -	7
							3¼ York.	306,485 - -	6
								110,121 - -	5
								611,089 - -	4½
								1,629,766 - -	4
North London - - - -	975,000 - -	324,666 - -	- -	- -	1,299,666 - -	900,835 - -	4 p'cent.	-	-
North Staffordshire - - -	4,370,000 - -	1,450,000 - -		-	5,820,000 - -	2,826,372 - -	2 p' cent.	1,170,000 - -	5

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
- -	-	- -	126,149 - -	1,073,851 - -	3 43	- -	3 43	0 75	67 72	72 30	
7,681 2,500 500	5 4 ½ 4	10,681	115,305 - -	18,028 - -	5 60	- -	5 60	- -	2 41	8 21	
1,000 4,000 53,500 10,295	3 ½ 4 ¼ 4 ½ 5	68,795	1,951,836 - -	407,044 - -	33 33	49 39	82 72	- -	27 75	110 67	
- -	-	- -	240,000 - -	80,000 - -	11 0	- -	11 0	- -	- -	11 9	
—	-	—	—	—	—	—	—	—	—	—	
- -	-	- -	1,179,392 - -	51,874 13 4	- -	44 00	44 00	- -	- -	44 00	
- -	-	- -	215,123 - -	3,284,877 - -	- -	- -	- -	5 20	121 64	127 04	
15,000 1,500	3 ¾ 4	16,500	79,577 - -	26,023 - -	- -	3 70	3 70	1 20	- -	5 10	
166,307 92,252 11,680 4,000 367,047 182,437 293,742	3 ¾ 4 4 ¼ 4 ½ 4 ¾ 5	1,117,465	4,394,960 - -	76,366 13 4	4 20	143 54	147 74	- -	14 65	162 59	
67,800 60,500 16,500	5 4 ½ 4	144,800	469,768 - -	358,732 - -	34 66	- -	34 66	- -	13 28	48 14	
458,944 1,422,433 1,280,714 285,321 841,017 8,000 853,750 240,800 2,400 970,653 Great North of England Purchase Debentures.	5 4 ⅜ 4 ½ 4 ¼ 4 3 ⅞ 3 ¾ 3 ½ 3 ¼	6,364,032	20,037,709 - -	4,803,603 - -	117 50½	562 57½	680 28	16 46	128 16	825 10	
81,550 67,725 11,100 60,000 43,875 53,000 7,050	5 4 ¾ 4 ½ 4 ¼ 4 3 ¾ 3 ½	324,900	1,225,735 - -	73,931 - -	- -	8 34½	8 34½	- -	1 01	9 35½	
219,800 253,000 208,626 210,800 127,550 13,500 43,000 22,000	5 4 ¾ 4 ½ 4 ¼ 4 3 ¾ 3 ½ 3	1,098,276	5,094,648 - -	725,352 - -	10 61	112 19½	123 0½	6 40	26 01	155 41½	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.				
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.	
North Union:—(Railway on Lease to the London and North-Western and Lancashire and Yorkshire Railway Companies).	860,000 - -	376,000 - -	- -	- -	1,236,000 - -	- - -	-	477,327 - -	10	
								261,874 - -	7	
North Yorkshire and Cleveland -	180,000 - -	60,000 - -	40,000	- -	280,000 - -	26,753 - -	-	- - -	-	
North Western - - - - -	1,412,609 - -	346,691 - -	- -	- -	1,759,300 - -	810,458 - -	1 p' cent.	126,285 - -	5	
Norwich and Spalding - -	170,000 - -	56,000 - -	- -	- -	226,000 - -	3,836 - -	-	- - -	-	
Oswestry and Newtown - -	- - -	- - -	250,000	83,000	333,000 - -	29,324 - -	-	- - -	-	5.
Oxford, Worcester, and Wolverhampton.	3,094,000 - -	1,030,999 - -	- -	-	4,124,999 - -	1,438,704 - -	Nil.	847,394 - -	6	
								438,453 - -	6	
Paisley, Barrhead, and Hurlet -	230,000 - -	76,666 - -	- -	- -	306,666 - -	24,150 - -	-	- - -	-	
Parkgate and Chester and Birkenhead.	50,000 - -	16,666 - -	- -	- -	66,666 - -	3,750 - -	-	- - -	-	
Peebles - - - - - -	70,000 - -	23,000 - -	- -	- -	93,000 - -	67,471 - -	Nil.	- - -	-	
Perth and Dunkeld - - -	80,000 - -	20,000 - -	- -	- -	100,000 - -	27,765 - -	-	- - -	-	10.
Portadown and Dungannon -	154,775 - -	51,585 - -	- -	- -	206,360 - -	13,675 - -	-	- - -	-	
Portsmouth - - - - -	400,000 - -	100,000 - -	- -	33,000	533,000 - -	93,083 - -	-	- - -	-	
Port Carlisle Dock and Railway -	35,000 - -	- - -	- -	- -	35,000 - -	- - -	-	35,000 - -	5	
Preston and Longridge:—(Railway on Lease to the Fleetwood, Preston, and West Riding Junction Railway Company).	48,000 - -	10,000 - -	- -	- -	58,000 - -	48,000 - -	3 p' cent.	- - -	-	
Rhymney - - - - - -	100,000 - -	30,000 - -	100,000	30,000	260,000 - -	52,953 - -	-	9,130 - -	5	15.
Roscrea and Parsonstown Junction	100,000 - -	33,000 - -	- -	- -	133,000 - -	7,500 - -	-	- - -	-	
Royston and Hitchin:—(Railway on Lease to the Great Northern Railway Company).	346,666 - -	115,466 - -	- -	- -	462,132 - -	- - -	-	266,675 - -	6	
St. Andrew's - - - - -	21,000 - -	7,000 - -	- -	- -	28,000 - -	21,000 - -	4½ p' cent.	- - -	-	
St. Georges' Harbour - - -	30,000 - -	10,000 - -	- -	- -	40,000 - -	6,825 - -	-	- - -	-	

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
17,200	3¼	410,080	1,149,281 - -	86,719 - -	- -	39 60	39 60	- -	- -	39 60	
47,250	3½										
13,700	3¾										
143,880	4										
7,100	4¼										
154,950	4½										
25,800	4¾										
200	5										
- -	-	- -	26,753 - -	253,247 - -	- -	- -	- -	14 68	25 72	40 60	
104,005	5	229,132	1,165,875 - -	593,425 - -	15 44	30 60	46 24	- -	19 10	65 34	
6,590	4⅞										
18,800	4¾										
54,600	4½										
11,040	4¼										
26,850	4										
2,247	3¾										
5,000	3½										
- -	-	- -	3,836 - -	222,164 - -	- -	- -	- -	- -	24 55	24 55	
- -	-	- -	29,324 - -	303,676 - -	- -	- -	- -	- -	29 78	29 78	
115,000	6	993,908	3,718,459 - -	406,540 - -	30 55	63 02	93 57	4 35	25 61	123 73	
576,687	5										
13,000	4¾										
10,000	4½										
278,498	4										
723	2½										
- -	-	- -	24,150 - -	282,516 - -	- -	- -	- -	- -	8 63	8 63	- - The Secretary of the Glasgow and South Western Railway Company states that the Undertaking has been abandoned, and the deposits returned to the Shareholders.
- -	-	- -	3,750 - -	62,916 - -	- -	- -	- -	- -	5 12	5 12	- Undertaking abandoned.
23,000	5	23,000	90,471 - -	2,529 - -	18 62	- -	18 62	- -	- -	18 62	
- -	-	- -	27,765 - -	72,235 - -	- -	- -	- -	8 40	- -	8 40	
- -	-	- -	13,675 - -	192,685 - -	- -	- -	- -	13 48	0 67	14 35	
- -	-	- -	93,083 - -	439,917 - -	- -	- -	- -	9 44	25 35	34 79	
- -	-	- -	35,000 - -	- - -	11 10	- -	11 10	- -	- -	11 10	
3,000	4¾	3,000	51,000 - -	7,000 - -	6 40	- -	6 40	- -	- -	6 40	
- -	-	- -	62,083 - -	197,917 - -	- -	- -	- -	20 30	3 13	23 43	
- -	-	- -	7,500 - -	125,500 - -	- -	- -	- -	- -	23 0	23 0	
- -	-	- -	266,675 - -	195,457 - -	- -	17 64	17 64	- -	- -	17 64	
3,500	4½	4,500	25,500 - -	2,500 - -	4 45	- -	4 45	- -	- -	4 45	
1,000	4										
- -	-	- -	6,825 - -	33,175 - -	- -	- -	- -	- -	4 28	4 28	

(continued)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£ s. d.	£.	£.	£. s. d.	£. s. d.		£ s. d.	£.
St. Helen's Canal and Railway -	693,400 – –	233,100 – –	– –	– –	926,500 – –	129,510 – –	Nil.	144,000 – –	5
								125,825 – –	6
								47,305 – –	6
								190,795 – –	4½
St. Ives and West Cornwall Junction.	32,000 – –	10,000 – –	– –	– –	42,000 – –	– – –	– –	– – –	–
Salisbury and Yeovil - - -	400,000 – –	133,333 – –	– –	– –	533,333 – –	30,000 – –	– –	– – –	–
Saundersfoot Railway and Harbour.	29,500 – –	12,000 – –	– –	– –	41,500 – –	17,500 – –	Nil.	– – –	–
Scottish Central - - - -	1,295,000 – –	434,160 – –	– –	– –	1,729,160 – –	1,019,047 – –	5 p' cent.	152,518 – –	5
								24,045 – –	4½
Scottish Midland Junction - -	600,000 – –	200,000 – –	– –	– –	800,000 – –	585,775 – –	–	– – –	–
Selkirk and Galashiels - -	24,000 – –	8,000 – –	– –	– –	32,000 – –	18,200 – –	– –	– – –	–
Severn Valley - - - - -	600,000 – – Reduced.	200,000 – – *See* Note.	– –	– –	640,000 – –	50,842 – –	– –	– – –	–
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole.	350,000 – –	116,375 – –	– –	– –	466,375 – –	260,050 – –	5 p' cent.	– – –	–
Shrewsbury and Hereford:—(Line on Lease to Thomas Brassey, for seven years, from 1 July 1854).	450,000 – –	150,000 – –	– –	– –	600,000 – –	371,700 – –	4 p' cent.	– – –	–
Shropshire Union Railways and Canal.	1,072,500 – –	– – –	– –	– –	1,072,500 – –	911,381 – –	2⅝ p' cent.	– – –	–
Somerset Central;—(Railway on Lease to Bristol and Exeter Railway Company, for seven years, from August 1854.)	70,000 – –	20,000 – –	70,000	23,000	183,000 – –	70,026 – –	4 p' cent.	– – –	–
South Devon - - - - -	2,503,166 – –	80,000 – –	– –	– –	2,583,166 – –	998,080 – –	26/ p' cent.	471,675 – –	43/
								93,628 – –	4½
								80,165 – –	4
South Devon and Tavistock -	160,000 – –	53,300 – –	– –	– –	213,300 – –	11,627 – –	– –	– – –	–

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway, open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c	M. c.	M. c.	
78,255 7,000 147,845 42,389	4 4 ½ 5 5 ½	275,489	912,924 - -	13,576 - -	4 55	20 13	24 68	- -	8 48	33 36	
- -	-	- -	- - -	42,000 - -	- -	- -	- -	- -	3 56	3 56	
- -	-	- -	30,000 - -	503,333 - -	- -	- -	- -	- -	40 33	40 33	
8,000	5	8,000	25,500 - -	16,000 - -	7 0	- -	7 0	- -	- -	7 0	
102,453 161,844 34,555 119,100	3 ½ 4 4 ½ 4 ½	417,952	1,613,562 - -	115,598 - -	4 45	45 52	50 17	- -	17 0	67 17	
400 17,500 900 21,117 3,150 91,535 14,500	3 3 ½ 3 ¾ 4 4 ¼ 4 ½ Nil.	149,102	734,877 - -	65,123 - -	9 15½	32 47	41 62½	- -	9 43 ½	51 26	
200 4,200	4 ½ 5	4,400	22,600 - -	9,400 - -	- -	- -	- -	5 21	- -	5 21	
- -	-	- -	50,842 - -	589,158 - -	- -	- -	- -	- -	40 79	40 79	--The Act 18 & 19 Vict. c. 183, reduces the capital of the Company from 600,000*l.* to 480,000*l.*, and the loan from 200,000*l.* to 160,000*l.*
- -	-	- -	260,050 - -	206,325 - -	- -	10 36	10 36	- -	- -	10 36	
80,000 19,000 51,000	5 4 ½ 4	150,000	521,700 - -	78,300 - -	46 46	4 0	50 46	- -	- -	50 46	
- -	-	- -	911,381 - -	161,119 - -	- -	18 28	18 28	- -	- -	18 28	
20,000	5	20,000	90,026 - -	92,974 - -	12 28	- -	12 28	- -	7 38	19 66	
8,780 16,965 78,930 293,326 320 44,640	3 ¼ 4 4 ½ 5 4 ½ 5	442,961	2,086,509 - -	496,657 - -	37 0	19 74	56 74	1 68	10 14	68 76	
- -	-	- - -	11,627 - -	201,673 - -	- -	- -	- -	4 12	13 0	17 12	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
South Eastern	7,005,033 – –	4,390,342 – –	500,000	133,333	12,028,708 – –	7,805,195 – –	3 ⅝ p'cent.	481,300 – –	4 ½
								220,070 – –	4 ½
								3,800 – –	4
(Late Reading, Guildford, and Reigate.)	800,000 – –	– – –	– –	– –	800,000 – –	– – –	– –	800,000 – –	–
South Staffordshire	945,000 – –	315,000 – –	127,000	40,000	1,427,000 – –	796,434 – –	4 p'cent.	– – –	–
						22,388 – –	Nil.		
South Wales	3,362,000 – –	1,061,659 – –	318,000	164,941	4,906,600 – –	2,450,371 – –	3 p'cent.	167,421 – –	4
								296,592 – –	4 ½
								108,463 – –	5
South Wales Mineral	85,000 – –	28,000 – –	– –	– –	113,000 – –	9,235 – –	– –	– – –	–
South Yorkshire and River Dun Company.	1,030,000 – –	343,625 – –	– –	– –	1,373,625 – –	478,757 – –	2 ½ p'cent.	50,520 – –	4
Staines, Wokingham, and Woking	300,000 – –	90,000 – –	– –	– –	390,000 – –	181,861 – –	– –	– – –	–
Stamford and Essendine	50,000 – –	16,000 – –	– –	– –	66,000 – –	40,000 – –	– –	– – –	–
Stirling and Dunfermline (Railway on Lease to the Edinburgh and Glasgow Railway Company).	390,000 – –	130,000 – –	– –	– –	520,000 – –	390,000 – –	4 p'cent.	– – –	–
Stokes Bay Railway and Pier	– – –	– – –	24,000	8,000	32,000 – –	552 – –	– –	– – –	–
Stockport, Disley, and Whaley Bridge.	150,000 – –	50,000 – –	– –	– –	200,000 – –	39,047 – –	– –	– – –	–
Stockton and Darlington	1,250,000 – –	– – –	200,000	– –	1,450,000 – –	492,033 – –	9 p'cent.	372,414 – –	5
Strathtay and Breadalbane	120,000 – –	40,000 – –	– –	– –	160,000 – –	12,000 – –	– –	– – –	–
Swansea and Amman Junction	40,000 – –	13,000 – –	– –	– –	53,000 – –	2,000 – –	– –	– – –	–
Swansea Vale	– – –	– – –	147,000	49,000	196,000 – –	60,274 – –	3 p'cent.	– – –	–
Swansea Valley	220,000 – –	73,333 – –	– –	– –	293,333 – –	– – –	– –	– – –	–

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
	Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	2,500	3	2,644,244	11,154,609 – –	874,090 – –	10 07	244 64½	254 71½	11 40	8 00	274 31½	
	11,050	3½										
	38,500	3¾										
	554,391	4										
	128,630	4¼										
	492,070	4½										
	358,870	4¾										
	1,058,233	5										
	– –	–	– –	800,000 – –	—	—	—	—	—	—	—	
	95,250	4	298,015	1,116,837 – –	310,163 – –	– –	25 62	25 62	10 30	8 20	44 32	
	38,815	4½										
	65,500	4¾										
	98,450	5										
	9,700	3½	1,023,184	4,046,031 – –	860,569 – –	35 51	120 44	156 15	11 17	34 34	201 66	
	189,615	4										
	8,000	4¼										
	380,993	4½										
	72,300	4¾										
	362,576	5										
5.	– –	–	– –	9,235 – –	103,765 – –	– –	– –	– –	– –	12 26	12 26	
	118,400	4⅓	343,547	872,824 – –	500,801 – –	14 34	16 56	31 10	6 19	11 57	49 06	
	105,297	4										
	27,150	3¾										
	41,400	3½										
	38,800	4¾										
	11,000	5										
	1,500	4¼										
	37,750	5	37,750	219,611 – –	170,389 – –	– –	– –	– –	22 30	– –	22 30	
	– –	–	– –	40,000 – –	26,000 – –	– –	– –	– –	3 57	– –	3 57	
	44,951	4	130,000	520,000 – –	– – –	– –	24 50	24 50	– –	– –	24 50	
	2,000	4¼										
	6,210	4½										
	2,100	4¾										
	74,739	5										
10.	– –	–	– –	552 – –	31,448 – –	– –	– –	– –	– –	1 67	1 67	
	– –	–	– –	39,047 – –	160,953 – –	– –	– –	– –	10 07	0 23	10 30	
	24,400	3½	613,503	1,477,950 – –	– – –	8 71	29 16	38 07	2 68	– –	40 75	
	5,000	3¾										
	168,898	4										
	5,500	4¼										
	180,402	4½										
	55,505	4¾										
	173,798	5										
	– –	–	– –	12,000 – –	148,000 – –	– –	– –	– –	– –	9 3	9 3	
	– –	–	– –	2,000 – –	51,000 – –	– –	– –	– –	– –	6 47	6 47	
15.	30,900	5	32,900	93,174 – –	102,826 – –	– –	– –	– –	– –	0 20	0 20	
	2,000	4½										
	– –	–	– –	– – –	293,333 – –	– –	– –	– –	– –	19 50	19 50	- Undertaking abandoned.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.				
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.	
Taff Vale	801,000 – –	267,000 – –	– –	– –	1,068,000 – –	516,000 – –	7½ p' cent.	165,000 – –	5	
								60,000 – –	5	
								60,000 – –	4½	
Templemore and Nenagh	140,000 – –	46,666 – –	– –	– –	186,666 – –	– – –	–	– – –	–	
Tenby, Saundersfoot, and South Wales.	140,000 –	46,000 – –	– –	– –	186,000 – –	10,375 – –	–	– – –	–	
Thames Haven Dock and Railway.	300,000 – –	100,000 – –	– –	– –	400,000 – –	107,293 – –	2⅝ p' cent.	– – –	–	
Tralee and Killarney	110,000 – –	55,000 – –	– –	– –	165,000 – –	8,250 – –	–	– – –	–	5.
Ulster	600,000 – –	200,000 – –	150,000	50,000	1,000,000 – –	533,224 – –	5½ p' cent.	– – –	–	
Ulverstone and Lancaster	220,000 – –	73,333 – –	– –	– –	293,333 – –	155,095 – –	–	– – –	–	
Vale of Neath	595,000 – –	198,333 – –	120,000	40,000	953,333 – –	546,607 – –	4 p' cent.	– – –	–	
Vale of Towy	60,000 – –	18,000 – –	– –	– –	78,000 – –	14,156 – –	–	– – –	–	
Warrington and Stockport	300,000 – –	99,600 – –	– –	– –	399,600 – –	180,000 – –	Nil.	– – –	–	10.
Waterford and Kilkenny	450,000 – –	149,000 – –	– –	– –	599,000 – –	248,730 – –	Nil.	170,488 – –	6	
Waterford and Limerick	750,000 – –	250,000 – –	90,000	30,000	1,120,000 – –	542,376 – –	Nil.	200,400 – –	5	
Waterford and Tramore	48,000 – –	16,000 – –	– –	– –	64,000 – –	34,937 – –	4⅛ p' cent.	– – –	–	
Waveney Valley	120,000 – –	35,666 – –	– –	– –	155,666 – –	28,357 – –	Nil.	– – –	–	
Wear Valley:—(Railway on Lease to the Stockton and Darlington Railway Company).	783,972 – –	40,000 – –	– –	– –	823,972 – –	783,950 – –	6 p' cent.	– – –	–	15.
Wellington and Severn Junction	60,000 – –	10,000 – –	– –	– –	70,000 – –	14,632 – –	–	– – –	–	
Wells and Fakenham	70,000 – –	23,000 – –	– –	– –	93,000 – –	21,257 – –	–	– – –	–	
West Cornwall	500,000 – –	165,000 – –	– –	– –	665,000 – –	353,566 – –	–	– – –	–	
West End of London and Crystal Palace.	440,000 – –	126,666 13 4	– –	– –	566,666 13 4	264,890 – –	–	– – –	–	
West Hartlepool Harbour and Railway.	1,496,000 – –	498,666 – –	– –	– –	1,994,666 – –	820,000 – –	4½ p' cent.	67,352 – –	4	20.
								102,480 – –	6	
								235,140 – –	5	
								143,600 – –	5½	
West London:—(Railway on Lease to the London and North Western and Great Western Railway Companies).	210,000 – –	65,000 – –	– –	– –	275,000 – –	150,000 – –	Nil.	64,000 – –	2½	
								15,200 – –	5	

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
29,160 47,392 151,312 39,135	5 4½ 4 3½	266,999	1,067,999 - -	- - -	16 76	17 64	34 60	12 63	- -	47 43	
- -	-	- -	- - -	186,666 - -	- -	- -	- -	- -	20 20	20 20	- Undertaking abandoned.
- -	-	- -	10,375 - -	175,625 - -	- -	- -	- -	- -	7 20	7 20	- Undertaking abandoned.
- -	-	- -	107,293 - -	292,707 - -	- -	3 65	3 65	- -	- -	3 65	
5. - -	-	- -	8,250 - -	156,750 - -	- -	- -	- -	- -	21 70	21 70	
85,500 113,200	4 4½	198,700	731,924 - -	268,076 - -	- -	35 50	35 50	- -	16 55	52 25	
29,488	5	29,488	184,583 - -	108,750 - -	- -	- -	- -	18 62	- -	18 62	
11,000 77,470 59,630 33,300 16,700 200	4¼ 5 4½ 4 3¾ 3½	198,300	744,907 - -	208,426 - -	9 63	15 25	25 08	6 44	4 16	35 68	
- -	-	- -	14,156 - -	63,844 - -	- -	- -	- -	5 0	6 17	11 17	
10. 29,000 10,200 20,800	4 4½ 5	60,000	240,000 - -	159,600 - -	- -	11 71	11 71	- -	7 77	19 68	
106,946 25,706	4 5	132,652	551,870 - -	47,130 - -	29 05	- -	29 05	- -	- -	29 05	
117,648 153,255 4,800	4 5 6	275,703	1,018,479 - -	101,521 - -	55 36	21 50	77 06	- -	- -	77 06	
14,300 1,400	4 5	15,700	50,637 - -	13,363 - -	7 31	- -	7 31	- -	0 11	7 42	
- -	-	- -	28,357 - -	127,309 - -	6 20	- -	6 20	6 74	6 19	19 33	
1,000 5,965 19,360 5,080 8,450	3½ 4 4½ 4¾ 5	39,855	823,805 - -	167 - -	30 53	12 41	43 14	- -	- -	43 14	
- -	-	- -	14,632 - -	55,368 - -	- -	- -	- -	2 10	4 5	6 15	
- -	-	- -	21,257 - -	71,743 - -	- -	- -	- -	9 53	- -	9 53	
80,500 2,000 75,259	4 4½ 5	157,759	511,325 - -	153,675 - -	27 42	- -	27 42	10 63	5 52	43 77	
- -	-	- -	264,890 - -	301,776 13 4	- -	- -	- -	9 27	8 00	17 27	
475,000	5	475,000	1,843,572 - -	151,094 - -	- -	45 00	45 00	- -	- -	45 00	
- -	-	- -	229,200 - -	45,800 - -	3 00	- -	3 00	- -	- -	3 00	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1855.			
	Previous to 31st December 1854.		In 1855.		TOTAL Capital and Loans authorised previous to 31st December 1855.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Rate per Cent. of Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£. s. d.	£. s. d.	£.		£.	£.
West Somerset Mineral	- - -	- - -	50,000	15,000 - -	65,000 - -	- - -	- -	- -	-
Westminster Terminus	480,000 - -	160,000 - -	- -	- - -	640,000 - -	48,000	- -	- -	-
Westminster Terminus Railway Extension (Clapham to Norwood).	- - -	- - -	148,000	49,000 - -	197,000 - -	12,200	- -	- -	-
Wharfdale	420,000 - -	140,000 - -	- -	- - -	560,000 - -	62,285	- -	- -	-
Whitehaven and Furness Junction.	345,000 - -	124,933 - -	- -	- - -	469,933 - -	257,632	Nil.	29,814	5½
Whitehaven, Cleator, and Egremont.	50,000 - -	16,600 - -	- -	- - -	66,600 - -	42,591	- -	- -	-
Whitehaven Junction	175,000 - -	58,000 - -	- -	- - -	233,000 - -	100,000	3 p' cent.	25,000 7,000 9,770	6 4½ 5
Wimbledon and Croydon	45,500 - -	8,000 - -	- -	- - -	53,500 - -	39,925	- -	- -	-
Wishaw Guaranteed (included in the Return of the Caledonian Railway Company).	—	—	—	—	—	—	—	—	-
Worcester and Hereford	580,000 - -	170,000 - -	- -	- - -	750,000 - -	88,361	- -	- -	-
Wycombe	100,000 - -	33,333 6 8	- -	- - -	133,333 6 8	60,560	3 p' cent.	- -	-
£.	276,183,444 10 9	93,164,768 1 -	7,117,831	2,074,207 13 4	374,971,965 18 5	169,605,442/10	- -	52,818,026	-

	CAPITAL.	LOAN.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.
Authorised to December 1854	276,000,577 7 4	92,383,730 17 8	368,384,308 5 -
Increase in several Returns and by transfer of Loan to Capital	796,584 3 5	1,218,845 13 4	2,015,429 16 9
	276,797,161 10 9	93,602,576 11 -	370,399,738 1 9
Deductions caused by the Amalgamation of the Liverpool, Crosby, and Southport, the Manchester and Southport, and the Lancashire and Yorkshire Companies, and by transfer of Loan to Capital	613,717 - -	437,808 10 -	1,051,525 10 -
Total to December 1854	276,183,444 10 9	93,164,768 1 -	369,348,212 11 9
Capital and Loan authorised by Acts passed in 1855	7,117,831 - -	2,074,207 13 4	9,192,038 13 4
	283,301,275 10 9	95,238,975 14 4	378,540,251 5 1
Deductions caused by Acts passed in 1855	2,672,654 13 4	895,630 13 4	3,568,285 6 8
TOTAL to December 1855 £.	280,628,620 17 5	94,343,345 1 -	374,971,965 18 5

Board of Trade,
26 June 1856.

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1855.		Total Debt of the Company on the 31st December 1855.	Total Amount which, at the End of 1855, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1855, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1855.			Length of Line in course of Construction on the 31st Dec. 1855.	Length of Line authorised, but which was not commenced on the 31st Dec. 1855.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1855.	REMARKS.
Amounts.	Interest p' Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£.	£.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
- -	-	- -	- - -	65,000 - -	- -	- -	- -	- -	13 34	13 34	
- -	-	- -	48,000 - -	592,000 - -	- -	- -	- -	- -	5 25	5 25	
- -	-	- -	12,200 - -	184,800 - -	- -	- -	- -	- -	2 52	2 52	
- -	-	- -	62,285 - -	497,715 - -	- -	- -	- -	- -	22 15	22 15	
25,123	4	124,033	412,379 - -	57,554 - -	34 52	- -	34 52	- -	1 38	36 10	
40,650	4 1/3										
1,125	4 5/8										
3,700	4 3/4										
1,000	4 7/8										
53,335	5										
10,370	4 1/2	10,370	52,961 - -	13,639 - -	- -	- -	- -	6 48	- -	6 48	
13,125	3 1/2	48,000	189,770 - -	43,230 - -	12 02 1/2	- -	12 02 1/2	- -	0 42 1/2	12 45	
2,800	3 3/4										
27,925	4 1/3										
3,950	4 3/4										
200	5										
- -	-	- -	39,925 - -	13,575 - -	5 53	- -	5 53	- -	- -	5 53	
—	-	—	—	—	—	—	—	—	—	—	
- -	-	- -	88,361 - -	661,639 - -	- -	- -	- -	- -	30 43	30 43	
22,380	5	22,380	82,940 - -	50,393 6 8	9 70	- -	9 70	- -	- -	9 70	
75,161,241	-	75,161,241	297,584,709 10 -	77,715,516 8 5	2,182 7 1/2	6,152 64 3/4	8,334 72 1/4	925 36	3,486 69 3/4	12,747 18 1/4	

	£. s. d.
Amount raised by Shares and on Loan to December 1855 - - - - - - - -	297,584,709 - -
Ditto - - - ditto - - - to December 1854 - - - - - - - -	286,068,794 - -
Amount raised during 1855 - - - - - - - - - - - - - £	11,515,915 - -

James Booth.

RETURN of the AMALGAMATION of RAILWAY COMPANIES which has been effected, either by Purchase, Lease, or otherwise, during 1855, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected.

NAME OF RAILWAY.	Act under which the Amalgamation, Purchase, or Lease has been effected.	Length in Miles.	Company from which it has been Transferred.	Transfer to which it has been subject							REMARKS.
				By Amalgamation.		By Purchase.		By Lease.			
				Companies Amalgamated.	Date of Amalgamation.	Company Purchasing.	Date of Purchase.	Company taking Lease.	Date of Commencement of Lease.	Date of Expiration of Lease.	
		M. ch.									
Somerset Central	18 Vict. c. 63	12 28	Somerset Central					Bristol and Exeter	28 August 1854.	28 August 1861.	—
Edinburgh and Bathgate	9 & 10 Vict. c. 332.	11 45¼	Edinburgh and Bathgate.					Edinburgh and Glasgow	1 August 1850.	999 years.	—
Stirling and Dunfermline	9 & 10 Vict. c. 202.	24 50	Stirling and Dunfermline.					Edinburgh and Glasgow	4 December 1850.	4 December 1885.	—
Lancashire and Yorkshire and Manchester and Southport	10 & 11 Vict. c. 221.	45 6		Lancashire and Yorkshire, and Manchester and Southport	19 January 1855.	—					
Liverpool, Crosby, and Southport	13 & 14 Vict. c. 99.	16 56	Liverpool, Crosby, and Southport.			Lancashire and Yorkshire.	1 January 1855.	—			
Thames Haven	17 & 18 Vict. c. 133.	4 0	Thames Haven			Eastern Counties and London and Blackwall.	30 June 1855.				The Eastern Counties and the London and Blackwall Railway Companies have leased to the lessees of the London, Tilbury, and Southend Railway the Thames Haven Railway.

Board of Trade, Whitehall,
26 June 1856.

James Booth.

RETURN from each RAILWAY COMPANY, showing the LENGTH of each Line, or Part of a Line, or Branch Line, for which the Powers granted by Parliament for the compulsory Purchase of the Land required for their Construction have been allowed to expire previous to the 31st day of December 1855, without the Exercise of such Powers; and the CAPITAL appropriated by Parliament for the Construction of such Lines or Branch Lines.

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1855, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.*	
			M. c.	M. c.	£.	
Alford Valley	9 & 10 Vic. c. 134	- - -	15 77	15 77	128,089	
Ashburton, Newton, and South Devon	9 Vic. c. 238	July 1851	10 31	10 31	173,333	
Ayrshire and Galloway (Smithstown and Dalmellington).	10 Vic. c. 10	8 June 1850	6 40	3 60	—	
Ayrshire, Bridge of Weir, and Port Glasgow Junction.	9 & 10 Vic. c. 237	22 July 1850	6 30	6 30	166,600	- - Less 24,825 *l.* expended.
Belfast and County Down	9 & 10 Vic. c. 87	26 June 1851	45 32	28 40	666,666	
Birmingham and Oxford Junction	9 & 10 Vic. c. 337 9 & 10 Vic. c. 338	3 Aug. 1851	40 35	10 20	100,000	
Birmingham, Wolverhampton, and Stour Valley.	9 & 10 Vic. c. 328	3 Aug. 1849	17 30	3 1	—	
Blackburn	9 & 10 Vic c. 265	24 July 1853	32 01	19 31	—	
Boston, Stamford, and Birmingham:						
Stamford and Wisbeach Line	9 & 10 Vic. c. 93	26 June 1849	22 0	22 0	336,000	
Peterborough and Thorney Branch	10 & 11 Vic. c. 112	2 July 1850	6 0	6 0	106,600	
	10 & 11 Vic. c. 155	- - -	11 33½	11 33½	213,333	
	10 & 11 Vic. c. 193	- - -	1 14	1 14	53,333	
Bridgewater and Taunton Canal and Stolford Railway and Harbour.	9 & 10 Vic. c. 145	3 July 1851	10 56	10 56	—	
Bristol and Exeter:						
Martock to Crewkerne	9 & 10 Vic. c. 181	16 July 1851	6 0	6 0	—	
Bleadon to Wells	11 & 12 Vic. c. 77	22 July 1851	23 20	23 20	733,000	
Taunton and Castle Cary Branch	11 & 12 Vic. c. 82	22 July 1851	22 7	22 7	473,000	
Buckinghamshire:						
Aylesbury Extension Line	10 & 11 Vic. c. 236	July 1850	10 48	10 48	293,000	
Caledonian:						
Clydesdale Junction	9 & 10 Vic. c. 395	26 Aug. 1851	2 64	2 64	21,300	
Glasgow Termini and Branches	9 & 10 Vic. c. 314	3 Aug. 1851	2 29	2 29	533,300	
Edinburgh Station and Branches	10 & 11 Vic. c. 237	22 July 1852	5 37	4 25	266,600	
Wilsontown, Fauldhouse, Biggar, and Broughton Branches.	10 & 11 Vic. c. 23	8 June 1852	22 17	22 17	333,300	
Dumfriesshire and Cumberland Branches	10 & 11 Vic. c. 172	9 July 1852	20 49	20 49	400,000	
Glasgow Station	11 & 12 Vic. c. 121	14 Aug. 1851	2 03	1 0	333,300	
Caledonian and Dumbartonshire Junction:						
Portion of Main Line from Glasgow to Bowling and the Branches to Helensburgh, &c.	9 & 10 Vic. c. 81	26 June 1851	20 1	26 31	—	
Deviations and Branches Act, 1847	10 Vic. c. 81	2 July 1850	5 30			
Cheltenham and Oxford	10 & 11 Vic. c. 154	9 July 1852	37 74	37 74	1,333,000	
Chester and Holyhead:						
Holyhead Extension	10 & 11 Vic. c. 238	22 July 1850	1 77	1 37	150,000	
Cockermouth and Workington:						
Branch to Bridgefoot	12 & 13 Vic. c. 38	26 June 1851	0 36	0 36	3,000	

* *Note.*—The sums stated include all the Capital which the Companies are authorised to raise, whether by the issue of shares or the exercise of their borrowing powers.

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1855, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
Cockermouth and Workington Extension	9 & 10 Vic. c. 342	3 Aug. 1849	14 30	14 30	260,000	
Colchester, Stour Valley, Sudbury, and Halstead	9 & 10 Vic. c. 76	26 June 1849	19 24	6 07	—	
	10 & 11 Vic. c. 11	8 June 1850	14 16	14 16	346,000	
	10 & 11 Vic. c. 18	8 June 1850	10 46	10 46	220,000	
Cork and Waterford	9 & 10 Vic. c. 397	26 Aug. 1851	97 44	97 44	1,693,500	
Cork, Blackrock, and Passage	9 & 10 Vic. c. 148	16 July 1849	7 29	1 5½	—	
	10 & 11 Vic. c. 59	25 June 1850				
Coventry, Nuneaton, Birmingham, and Leicester	9 & 10 Vic. c. 253	27 July 1851	15 11	15 11	360,000	
Deeside	9 & 10 Vic. c. 158	16 July 1851	29 12	29 12	293,333	
Delabole and Rock	7 & 8 Vic. c. 88	—	16 59	16 59	20,000	
Direct London and Portsmouth	9 & 10 Vic. c. 83	26 June 1849	60 36	60 36	2,010,000	- Of this sum, 134,175*l.* 5*s.* has been raised by the Company.
	10 & 11 Vic. c. 167	9 July 1850				
Drumpeller	6 & 7 Vic. c. 63	22 July 1853	1 60	0 77½	20,246	
Dublin, Belfast, and Coleraine Junction	9 & 10 Vic. c. 321	3 Aug. 1851	88 70	88 70	856,533	
Dundee and Newtyle:						
Improvement of Line of Railway	10 & 11 Vic. c. 106	2 July 1850	4 41	4 41	66,666	
Eastern Counties:						
Epping Extension	9 & 10 Vic. c. 205	16 July 1849	11 0	11 0	293,333	
Wisbeach to Spalding	10 & 11 Vic. c. 235	22 July 1850	21 0	21 0	333,333	
Cambridge to Bedford	10 & 11 Vic. c. 158	9 July 1850	29 40	24 0	460,000	
East Anglian	8 & 9 Vic. c. 48	30 June 1851	20 77	15 76	—	
	12 & 13 Vic. c. 52					
East Lancashire:						
Crawshaw Booth Branch	9 & 10 Vic. c. 276	22 July 1850	1 34	1 34	20,000	
Liverpool Dock Branches and Branches to North Union and Blackburn and Preston Railways.	9 & 10 Vic. c. 381	18 Aug. 1849	25 59	2 07	—	
Edinburgh and Bathgate	9 & 10 Vic. c. 332	3 Aug. 1851	23 30	9 18	—	
Edinburgh and Glasgow:						
Carron Branch	9 & 10 Vic. c. 165	16 July 1849	1 43	1 43	—	
Branch to Falkirk Iron-works	9 & 10 Vic. c 165	16 July 1849	0 68	0 68	—	
Edinburgh, Perth, and Dundee:						
St. Andrew's and Newburgh Harbour Branches.	10 & 11 Vic. c. 277	22 July 1850	5 69	5 69	85,333	
Portion between Ferry Port-on-Craig and Newport.	9 & 10 Vic. c. 136	3 July 1849	3 0	3 0	—	
Leith and Granton Junction	10 & 11 Vic. c. 152	9 July 1850	0 54¼	0 54¼	60,000	
Leith Extension	10 & 11 Vic. c. 151	9 July 1850	0 20¾	0 20¾	74,000	
Roscobie, Keltyhead, and Glencraig Branches.	11 & 12 Vic. c. 112	25 July 1851	8 42	8 42	171,666	
Exeter and Exmouth	9 & 10 Vic. c. 129	2 July 1849	10 37	10 37	213,000	
Exeter, Yeovil, and Dorchester	11 & 12 Vic. c. 85	21 July 1848	69 27½	69 27½	1,866,000	
Fleetwood, Preston, and West Riding Junction	9 & 10 Vic. c. 246	27 July 1851	16 0	12 0	—	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1855, without the exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
General Terminus and Glasgow Harbour	9 & 10 Vic. c. 130 10 & 11 Vic. c. 75	3 July 1849 2 July 1850	2 19 1 48	1 8 0 37	—	
Glasgow, Airdrie, and Monklands Junction	9 & 10 Vic. c. 263	27 July 1849	10 55¼	10 55¼	533,000	
Branch to Clydesdale Junction	9 & 10 Vic. c. 263	27 July 1849	2 69¼	2 69¼	—	
Mile End Branch	9 & 10 Vic. c. 263	27 July 1849	0 70	0 70	—	
Cowlairs Branch	10 & 11 Vic. c. 245	22 July 1850	2 48½	2 48½	133,000	
Glasgow and South Western	10 & 11 Vic. c. 182 10 & 11 Vic. c. 184 10 & 11 Vic. c. 185	9 July 1852 9 July 1852 9 July 1852	36 26 60 46 18 49	36 26 49 30 17 0	933,300	-- No distinct appropriation of capital.
Glasgow and Belfast Union	9 & 10 Vic. c. 392	26 Aug. 1851	22 0	22 0	440,000	
Linwood Branch	9 Vic. c. 60	18 June 1851	1 5	1 5	—	
Swinlees Branch	9 Vic. c. 60	18 June 1851	2 42	0 44	—	
Hurlford and Strathaven, Newmills to Strathaven	9 Vic. c. 62	18 June 1851	14 50	9 10	—	
Crawick Branch	9 & 10 Vic. c. 372	13 Aug. 1851	16 28	16 28	—	
Annan Harbour Branch	9 & 10 Vic. c. 372	13 Aug. 1851	1 15	1 15	—	
Glasgow, Paisley, and Greenock:						
Branch to the Clyde	9 & 10 Vic. c. 143	3 July 1849	0 16	0 16	33,333	
Branch to Polloc and Govan Railway	9 & 10 Vic. c. 188	16 July 1849	0 30	0 30	20,000	
Branch to the Caledonian Railway	10 & 11 Vic. c. 168	9 July 1850	0 30	0 30	33,333	
Glasgow, Strathaven, and Lesmahagow Direct			15 23	15 23	—	
Great Northern:						
Isle of Axholme Extension	11 & 12 Vic. c. 114	14 Aug. 1851	35 74	35 74	400,000	
St. Alban's Branch	10 & 11 Vic. c. 272	22 July 1850	14 15	14 15	400,000	
Sutton Branch	10 & 11 Vic. c. 286	22 July 1850	3 39	3 39	86,500	
Bishopthorpe Deviation	10 & 11 Vic. c. 146	9 July 1850	1 68	1 68	37,000	
Stamford and Spalding	9 & 10 Vic. c. 352	7 Aug. 1851	7 51	7 51	133,000	
Askerne to York Gainsboro' to Bawtry Branch to Shipping Quay, Boston Branch to River Trent Branch to Hull and Selby Railway Branch to Bedford	9 & 10 Vic. c. 71	26 June 1851	282 66	47 50	—	
Great North of Scotland	9 & 10 Vic. c. 103	26 June 1853	137 60	98 60	— —	-The amount of capital which the Company will not require cannot at present be ascertained.
Great North of Scotland (Eastern Extension)	9 & 10 Vic. c. 135	— — —	47 52½	47 52½	526,228	
Great Southern and Western:						
Mallow and Fermoy	9 & 10 Vic. c. 194	16 July 1851	16 64	16 64	203,530	
Clonmel and Thurles	9 & 10 Vic. c. 198	16 July 1851	26 29	26 29	533,000	
Great Western:						
Fenny Compton to Rugby	8 & 9 Vic. c. 188	4 Aug. 1850	50 46	15 32	—	
Berks and Hants Extension	11 & 12 Vic. c. 74	22 July 1851	35 60	35 60	800,000	
Great Western and Uxbridge	9 & 10 Vic. c. 166	15 July 1851	2 46	2 46	66,680	
Hayling Bridge	14 & 15 Vict., c. 68	3 July 1853	1 26	1 26	6,600	
Kilkenny and Great Southern and Western	9 & 10 Vic. c. 360	7 Aug. 1849	26 5	26 5	300,000	

continued)

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1855, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
Lancashire and Yorkshire:						
Bacup Branch Railway Middleton Branch Railway Ossett and Thornhill Colliery Whitley Colliery Branch Horbury and Criggleston Colliery	9 & 10 Vic. c. 306	3 Aug. 1851	8 22 1 33 2 75 0 27 1 63	8 22 1 33 2 75 0 27 1 63	300,000	
Branches under the West Riding Union Railways Act, 1846	9 & 10 Vic. c. 390	18 Aug. 1851	46 60	20 26	600,000	
Leeds and Bradford:						
Branch to Haworth	8 & 9 Vic. c. 38	30 June 1848	29 2	4 33	- -	- - No portion of the capital authorised by the Act is specifically appropriated to the formation of the Branch.
Junction Line at Bradford	9 & 10 Vic. c. 301	3 Aug. 1849	1 2	1 2	40,000	
Leeds Northern:						
Hartlepool Extension (a portion of)	9 & 10 Vic. c. 149	16 July 1849	- -	3 34	—	
St. Helen's Branch Deviations	9 & 10 Vic. c. 153	16 July 1849	2 0	2 0	73,333	
Harrogate and Pateley Branch	10 & 11 Vic. c. 68	22 July 1851	13 0	13 0	205,333	
Limerick, Ennis, and Killaloe Junction	9 & 10 Vic. c. 195	- - -	37 19	37 19	400,000	
Liskeard and Caradon	6 & 7 Vic. c. 43	27 June 1846	10 10	1 30	- -	- - No portion of the capital of the Company has been specifically appropriated to the construction of the part of the Line for which the land has not been purchased.
Liverpool, Manchester, and Newcastle-upon-Tyne Junction:						
Main Line	9 & 10 Vic. c. 90 10 & 11 Vic. c. 227	26 June 1849 22 July 1850 26 June 1851	41 43	41 43	1,913,333	
Hawes Branch	10 & 11 Vic. c. 227	- - -	9 14 3/4	9 14 3/4		
Burnley Branch	10 & 11 Vic. c. 240	22 July 1850	0 52 1/2	0 52 1/2		
Llynvi Valley	9 & 10 Vic. c. 353	7 Aug. 1849	10 0	13 40	266,000	
Extension	10 & 11 Vic. c. 79	2 July 1850	3 40			
London and Blackwall	14 Vic. c. 30	23 July 1853	0 31	0 31	100,000	
London and North-Western:						
Rainford Branch	8 & 9 Vic. c. 123	21 July 1848	13 1	5 0	- -	- - No capital was specifically authorised to be raised for the construction of this Branch.
Bollington Branch	9 & 10 Vic. c. 80	26 June 1849	2 20	2 20	- -	- - No capital was authorised to be raised by this Act.
Huyton and Aston Huyton, Prescot, and St. Helen's Warrington and Kenyon Warrington and Parkside	9 & 10 Vic. c. 261	27 July 1849	31 0	26 0	1,533,333	
Huyton and Warrington Branch	9 & 10 Vic. c. 193	16 July 1849	12 0 3/4	12 0 3/4	240,000	
Weedon and Northampton Branch	9 & 10 Vic. c. 309	3 Aug. 1849	5 73	5 73	125,000	
Newport Pagnell, Olney, and Wellingborough Branch.	10 & 11 Vic. c. 107	2 July 1850	20 36	20 36	500,000	
Atherstone and Whitacre	10 & 11 Vic. c. 118	2 July 1850	6 56	6 56	173,333	
St. Albans, Luton, and Dunstable	10 & 11 Vic. c. 132	9 July 1850	22 53	22 53	462,000	
Birmingham and Lichfield	10 & 11 Vic. c. 139	9 July 1850	13 50	13 50	350,000	
Portobello and Wolverhampton	10 & 11 Vic. c. 188	9 July 1850	2 7 1/2	2 7 1/2	50,000	
Kenilworth and Berkswell	10 & 11 Vic. c. 278	22 July 1850	5 0	5 0	203,000	
Widnes Branch Prescotbrook Colliery Branch	10 & 11 Vic. c. 204	23 July 1850	1 22 1/2 0 40	1 22 1/2 0 40	31,000	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1855, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
London and South Western:						
Andover and Southampton Branch Railway.	10 & 11 Vic. c. 115	2 July 1850	19 55	19 55	400,000	
Salisbury and Yeovil, with Branches to Shaftesbury, &c.	11 & 12 Vic. c. 87	22 July 1851	45 2	45 2	1,166,666	
Lymington Branch Railway	10 & 11 Vic. c. 96	2 July 1850	4 7½	4 7½	80,000	
Weymouth Branch Railway	10 & 11 Vic. c. 97	2 July 1850	9 43	9 43	243,000	
London Bridge Extension Railway	9 & 10 Vic. c. 391	26 Aug. 1849	1 37	1 37	—	
Basingstoke and Salisbury Branch Railway	9 & 10 Vic. c. 370; 12 & 13 Vic. c. 33	13 Aug. 1851	33 58	2 40	—	
London, Brighton, and South Coast:						
East Grinstead Branch	9 Vic. c. 54	18 June 1849	6 60	6 60	225,332	
Littlehampton Branch	9 Vic. c. 68	18 June 1848	1 20	1 20		
Steyning Branch	9 Vic. c. 69	18 June 1849	4 0	4 0		
Wandsworth Branch	9 & 10 Vic. c. 281	27 July 1849	6 40	6 40	186,666	
Loughor	9 & 10 Vic. c. 401; 14 & 15 Vic. c. 127	28 Aug. 1853	4 40	4 40	24,000	
Malton and Driffield Junction	9 & 10 Vic. c. 77	26 June 1849	24 07	5 04½	-	
Manchester, Buxton, Matlock, and Midlands Junction	9 & 10 Vic. c. 192; 10 & 11 Vic. c. 247	16 July 1849; 22 July 1850	47 27	9 5	—	
Bakewell Branch	11 & 12 Vic. c. 156	31 Aug. 1851	3 52	3 52	—	
Midland:						
Burton to Nuneaton	9 & 10 Vic. c. 203	16 July 1849	28 0	16 65	—	
Erewash Valley Extension and Crick Branch.	9 & 10 Vic. c. 102	26 June 1849	9 57	8 33	—	
Clay Cross and Newark Branch	9 & 10 Vic. c. 157	16 July 1849	28 35	23 60	—	
King's Norton and Hales Owen Branches	9 & 10 Vic. c. 340	3 Aug. 1849	5 48	5 48	—	
Nottingham and Lincoln Extension	10 & 11 Vic. c. 214	22 July 1850	0 51	0 51	—	
Wansford Branch	10 & 11 Vic. c. 215	22 July 1850	5 76	5 76	—	
Alfreton Branch	10 & 11 Vic. c. 191	9 July 1850	0 38	0 38	—	
Erewash Valley (Brinsley Branch)	9 & 10 Vic. c. 156	16 July 1849	1 13	1 2	—	
Ripley, &c., Branches	11 & 12 Vic. c. 88	24 July 1853	10 28	3 20	—	
Monkland:						
Bathgate Branch	9 & 10 Vic. c. 151	16 July 1849	5 19	4 35	81,333	
Chapelhall Branch	9 & 10 Vic. c. 179	16 July 1849	2 44	2 44	48,000	
Mountmellick Junction	9 & 10 Vic. c. 197	15 July 1851	3 58	3 58	30,000	
Newmarket:						
Cambridge Branch	9 & 10 Vic. c. 172	16 July 1849	23 12	6 30	—	
Thetford Extension	10 Vic. c. 20	8 June 1850	19 56	19 56	566,666	
Newport, Abergavenny and Hereford:						
Pontypool Branch; Usk Branch; Usk Bridge Branch; Raglan Branch	9 & 10 Vic. c. 63; 10 & 11 Vic. c. 86	3 Aug. 1851; 2 July 1852	11 63; 1 37	11 63; 1 37	—; —	
Newry and Enniskillen	8 & 9 Vic. c. 129	21 July 1848	71 55	67 0	1,100,100	- - Balance of capital and loan.
Newry, Warrenpoint, and Rostrevor	9 & 10 Vic. c. 245	27 July 1849	8 21	2 41	- -	- - No specific appropriation of capital to the Branch to Rostrevor.
Norfolk:						
Fakenham to Wells and Blakeney	9 & 10 Vic. c. 169	16 July 1849	29 20	16 74¼	400,000	
Wymondham to Diss	10 & 11 Vic. c. 94	2 July 1850	11 55	11 55	213,333	
Reedham to Diss and Halesworth Branch	10 & 11 Vic. c. 64	25 June 1850	37 13	37 13	573,333	
Northampton and Banbury	10 & 11 Vic. c. 178	9 July 1850	21 73	21 73	666,600	
North British:						
Cockenzie Branch	9 & 10 Vic. c. 73	26 June 1849	1 20	1 20	- -	- - No portion of the capital authorised by the Acts is specifically appropriated to the construction of these Branches.
Selkirk and Jedburgh Branches	9 & 10 Vic. c. 74	26 June 1849	12 40	12 40	—	
Haddington Branch Extension	10 & 11 Vic. c. 136	9 July 1850	1 0	1 0	—	
North Berwick Branch (part)	9 & 10 Vic. c. 74	26 June 1849	0 30	0 30	—	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1855, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
North Devon:						
Bideford Branch Southmolton Branch	10 & 11 Vic. c. 273	22 July 1852	6 1½ 7 26½	6 1½ 7 26½	180,000	
North Staffordshire	10 & 11 Vic. c. 108	2 July 1850	2 78	2 78	50,000	- - Probable expense calculated by the Company.
Newcastle Branch	13 & 14 Vic. c. 55	15 July 1853	- -	1 52	—	
Northern Counties Union	9 & 10 Vic. c. 260	26 July 1851	127 4	120 0	3,284,877	
Oxford, Worcester, and Wolverhampton:						
Worcester Branch Kingswinford Branch	8 & 9 Vic. c. 184	4 Aug. 1850	1 35½ 2 50	1 35½ 2 50	- - - -	- - No portion of the capital authorised by the Act is specifically appropriated to the Branches.
Witney Branch	9 & 10 Vic. c. 278	26 July 1851	4 77	4 77	29,000	
Paisley, Barrhead, and Hurlet	11 & 12 Vic. c. 155	31 Aug. 1851	8 63	8 63	306,666	
Scottish Central:						
Denny Branch	9 & 10 Vic. c. 180	- - -	3 49	3 49	—	
Crief Branch	9 & 10 Vic. c. 191	- - -	9 39	9 39	—	
Scottish Midland Junction:						
Dunkeld Branch Blairgowrie Branch Kerriemuir	9 & 10 Vic. c. 375	22 July 1851	16 60	16 60	400,000	
Shrewsbury and Chester:						
Part of Crickheath Branch, and the whole of Wem Branch.	9 & 10 Vic. c. 274	27 July 1849	13 39	11 19	240,000	
South Devon:						
Sutton Pool Branch	9 & 10 Vic. c. 402	28 Aug. 1849	6 56½	1 57½	—	
Brixham Extension and Torquay Extension.	10 & 11 Vic. c. 242	22 July 1850	8 64	8 64	320,000	
South Staffordshire:						
Darleston Branch Daw End Branch	9 & 10 Vic. c. 300	3 Aug. 1849	1 40 0 57½			
Cannock Branch Wyrley Branch	10 & 11 Vic. c. 189	9 July 1849	7 25½ 0 33½	11 39½	118,500	
Norton Branch	- - - -	- - -	1 40			
South Yorkshire, Doncaster, and Goole	10 & 11 Vic. c. 291	22 July 1850	17 40	1 28	20,250	
South Wales:						
Monmouth Branch	8 & 9 Vic. c. 190	Aug. 1850	23 15	19 0	—	
Pembroke Branch	16 & 17 Vic. c. 210	20 Aug. 1855	25 66	11 73	—	
Swansea Valley	10 & 11 Vic. c. 101	2 July 1852	19 50	19 50	293,333	
Tenby, Saundersfoot, and South Wales	9 & 10 Vic. c. 256	- - -	7 20	7 20	186,000	
Thames Haven	6 & 7 W. 4, c. 108	4 July 1852	15 66	12 0	—	
Vale of Neath	9 & 10 Vic. c. 341 15 Vic. c. 16	3 Aug. 1851 28 May 1854	2 20 7 20	2 20 0 55	37,500 —	
Waveney Valley	14 & 15 Vic. c. 66	3 July 1855	13 16	5 74	—	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1855, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
West Cornwall:			M. c.	M. c.	£.	
Falmouth Branch	9 & 10 Vic. c. 336	July 1851	5 25	5 25	—	
Wharfdale	9 & 10 Vic. c. 177	16 July 1851	22 15	22 15	560,000	
Whitehaven Junction	11 & 12 Vic. c. 80	22 July 1851	0 42½	0 42½	40,000	
Whitehaven and Furness Junction:						
Extension to Harbours	16 & 17 Vic. c. 171	4 Aug. 1854	0 79	0 33	—	
York and North Midland:						
Harrogate Branch	8 & 9 Vic. c. 104	21 July 1852	- -	1 45	—	
Leeds Extension	9 & 10 Vic. c. 89	26 June 1849	14 61	14 61	480,000	
Branch from Harrogate to Knaresborough and Boroughbridge.	10 & 11 Vic. c. 219	22 July 1850	10 40	10 40	175,000	
Branch to Castleton from Whitby and Pickering Railway.	9 Vic. c. 59	18 June 1849	11 0	11 0	90,000	
Hornsea Branch	9 Vic. c. 66	18 June 1849	27 20	11 0	—	
Dock Branch at Hull, and part of Market Weighton Branch.	9 Vic. c. 65 and c. 66.	18 June 1849	35 10	13 50	—	
York, Newcastle, and Berwick:						
South Branch of Thirsk and Malton Line	11 & 12 Vic. c. 55	22 July 1851	0 40	0 40	—	
Pelaw and other Branches	10 & 11 Vic. c. 134	9 Feb. 1850	17 32	16 70	298,633	
Helmsley Branch	9 Vic. c. 58	13 July 1851	5 61	5 61	30,000	
Branch out of Thirsk and Malton Branch into Helmsley Branch	9 Vic. c. 58	13 July 1851	0 56	0 56		
Blyth Branch	8 & 9 Vic. c. 163	13 July 1852	4 73	4 73	- -	- - No part of the capital specifically appropriated for this Branch.
Brewery Quay Branch	8 & 9 Vic. c. 92	21 July 1848	0 14	0 14	—	
Metcalfe Dock Branch			0 11	0 11	—	
South Junction of Bowbridge Branch	9 & 10 Vic. c. 95	18 June 1849	0 69	0 69	—	
Barmoor Branch	12 & 13 Vic. c. 58	13 July 1852	4 6	4 6	- -	- - ditto.
Alnmouth Branch			0 78	0 78		
Branch to Quay, Newcastle			0 24	0 24		
		TOTAL	3,334 1¼	2,414 42¼	40,492,954	

Board of Trade, Whitehall, 26 June 1856.

James Booth.

RAILWAYS.

RETURN, showing for each RAILWAY COMPANY the Amount of CAPITAL and LOAN which the Company has been authorised to raise by Acts passed previous to and in 1855; the AMOUNT of SHARE CAPITAL actually Paid up on the 31st day of December 1855, &c.

RETURN of the AMALGAMATION of RAILWAY COMPANIES effected during 1855; and,

RETURN showing the Length of each Line for which the Powers granted by Parliament for the compulsory Purchase of the Land required for its Construction have been allowed to expire without the Exercise of such Powers, &c., (in continuation of Parliamentary Paper, No. 510, Sess. 1855).

(*Mr. Lowe.*)

Ordered, by the House of Commons, *to be Printed*, 27 *June* 1856.

316.

Under 8 *oz.*

3/3

RETURN

SHOWING THE

NUMBER of PASSENGERS conveyed on all the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, respectively, during the Half Year ended the 31st December 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97.; also, the Length of Railway open at the Commencement and at the Termination of the Half Year; together with a SUMMARY, comparing the Traffic with that in the corresponding Period in 1854; and a SUPPLEMENT showing the aggregate Number of Miles travelled by each Class of Passengers; the Number of Passenger Trains and of Goods Trains respectively; and the Number of Miles travelled by such Trains, during the above-mentioned Half Year.

Presented to both Houses of Parliament by Command of Her Majesty,
9th May 1856.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

2082

ENGLAND AND WALES. - - - - - - - -

ETURN, showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-yea
Goods, &c. ; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 79

NAME OF RAILWAY COMPANY.	Length open on 30 June 1855.	Length open on 31 Dec. 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	General Merchandise.	Live Stock.	Minerals.	RECEIPTS 1st Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*		*d.*	*Tons.*	*Heads.*	*Tons.*	£ s. d.
berdare - - -	*See* "Taff Vale"															
nbergate, Nottingham, Boston, and Eastern Junction - - -	*See* "Great Northern"															
edford - - -	*See* "London and North-Western."															
deford Extension - -	- -	6 4	1,579	12,321	1,479	- -	- -	15,379	1·59	1·06	·73	- -	286	434	349	47 11 10
rkenhead, Lancashire, and Cheshire Junction -	32 70½	32 70½	84,507	213,565	32,996	95,126	132	426,326	2	1½	¼	1	107,038	48,639	101,650	8,962 19 6
rmingham, Wolverhampton, and Stour Valley -	*See* "London and North-Western."															
ackburn - - -	*See* "Lancashire and Yorkshire."															
yth and Tyne - -	12 0	12 0	4,035	31,056	104,639	- -	- -	139,730	1·7	1·2	·75	- -	12,474	- -	408,676	310 15 7
dmin and Wadebridge -	14 56	14 56	- -	- -	1,777	- -	- -	1,777	- -	- -	½	- -	6,920	4	3,027	- -
istol and Exeter - - (Including "Exeter and Crediton," and "Somerset Central")	123 70	123 70	80,468	449,373	- -	143,027	72	672,940	2·40	1·31	- -	·97	93,604	Cattle 3,067 Sheep 39,020 Pigs 798	78,968	28,605 4 5
ckinghamshire - -	*See* "London and North-Western."															
ester and Holyhead - (Including "Mold")	105 42	105 42	71,796	140,395	137,932	103,010	37	453,170	2·07	1·27	1	1	†184,445	- -	- -	26,027 2 3
ckermouth and Workington	8 40	8 40	2,745	14,100	- -	20,524	7	37,376	3·62	2·08	- -	1·26	4,514	6	42,237	207 9 9
lchester, Stour Valley, Sudbury, and Halstead -	*See* "Eastern Counties."															
leford, Monmouth, Usk, and Pontypool - -	- -	3 75	Not yet open for Traffic.													
wlais - - -	1 68	1 68	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	*4,143	- -	- -	- - -
st Anglian - -	67 8	67 8	12,694	28,718	59,068	40,168	- -	140,648	2·335	1·657	·986	·906	40,114	Cattle 14,251 Sheep 43,027 Pigs 2,261	20,945	2,350 6 3
stern Counties - - (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union," and "Newmarket.")	495 3½	495 3½	392,775	801,233	721,704	1,217,273	489	3,133,474	1·946	1·498	·789	·741	469,261	Cattle 100,556 Sheep 271,222 Pigs 61,594	351,461	89,139 15 0
stern Union - -	*See* "Eastern Counties."															
st Grinstead - -	*See* "London, Brighton and South Coast."															
st Lancashire - -	79 79½	79 79½	96,208	416,612	4,128½	875,467½	133	1,392,549	1·59	1·36	·93	·63	166,204	Cattle 6,903 Sheep, Pigs, &c. 18,189	149,544	10,717 11 1
st Lincolnshire - -	*See* "Great Northern."															
st Suffolk - - -	13 62	13 62	3,066	7,391	12,741	4,989	- -	28,187	3·576	2·040	·960	·907	4,250	Cattle 318 Sheep 1,402 Pigs 131	2,287	481 17 0
eter and Crediton -	*See* "Bristol and Exeter."															
rness - - -	21 64	21 64	8,635	25,038	954	59,810	56	95,093	1·94	1·46	1·28	·78	13,810	298	166,113	552 3 9
oucester and Dean Forrest	*See* "Great Western."															
eat Northern - - (Including "East Lincolnshire," "Ambergate, Nottingham, Boston, and Eastern Junction," and "Hornsastle.")	303 36½	310 65½	204,621	423,817	27,305	455,964	103	1,111,810	2½	1½	½	½	419,745	291,650	532,863	93,455 6 10

* Exclusive of 63,296 Tons returned by Company as Iron, Minerals, &c., from which no Receipts were taken.

† Including Minerals.

ENGLAND AND WALES.

ded the 31st December 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and fro
o, the Length of Railway Open at the Commencement and at the Termination of the Half-year.

ROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS, LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS AND MAILS.	RECEIPTS FROM				TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC
2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			General Merchandize.	Live Stock.	Minerals.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d
253 6 8	23 6 4	- - -	- - -	324 4 10	23 12 4	347 17 2	‡ 36 3 6	2 7 10	- - -	38 11 4	386 8
6,616 12 3	1,167 14 7	5,989 2 4	1,055 10 9	33,791 19 5	2,168 15 2	35,960 14 7	24,366 11 7	853 14 2	6,776 13 4	31,996 19 1	67,957 13
1,395 6 8	1,914 3 4	- - -	- - -	3,620 5 7	12 10 0	3,632 15 7	1,223 7 0	- - -	22,071 15 7	23,295 2 7	26,927 18
- -	46 10 11	- - -	- - -	46 10 11	1 15 9	48 6 8	631 2 2	0 4 0	186 13 4	817 19 6	866 6
9,301 15 0	- - -	20,763 15 11	494 11 1	109,165 6 5	13,965 8 6	123,130 14 11	40,908 4 2	1,771 2 10	11,881 1 7	54,560 8 7	177,691 3
2,367 9 3	9,224 3 7	6,356 14 1	345 15 5	64,321 4 9	18,950 1 4	83,271 6 1	§ 45,120 9 8	- - -	- - -	45,120 9 8	128,391 15
613 8 1	- - -	541 15 8	18 6 5	1,380 19 11	118 2 7	1,499 2 6	668 6 1	1 0 0	2,804 9 2	3,473 15 3	4,972 17
- -	- - -	- - -	- - -	- - -	-	- - -	185 9 1	- -	- - -	185 9 1	185 9
3,192 8 6	2,962 12 8	2,237 10 3	- - -	10,742 17 8	680 9 3	11,423 6 11	8,290 5 0	1,227 1 0	2,409 15 8	11,927 1 8	23,350 8
05,720 9 0	35,301 10 5	78,783 13 2	7,243 1 3	316,188 8 10	30,427 12 7	346,616 1 5	199,472 17 4	25,333 7 5	41,848 16 1	266,655 0 10	613,271 2
22,384 3 0½	181 13 8	30,489 12 4	476 7 3½	64,249 7 5½	4,087 9 3½	68,336 16 9	63,858 8 5	1,273 7 9	15,306 10 11	80,438 7 1	148,775 3
624 11 9	460 1 3	187 17 10	- - -	1,754 7 10	85 16 1	1,840 3 11	753 2 10	3 18 0	138 16 7	895 17 5	2,736 1
1,265 14 1	46 12 7	1,334 9 2	29 11 6	3,228 11 1	- - -	3,228 11 1	1,735 9 6	34 4 7	16,205 9 0	17,975 3 1	21,203 14
71,736 2 7	950 4 4½	58,366 6 8½	1,424 17 4	226,012 17 10	31,667 16 5	257,680 14 3	161,324 6 11	15,519 9 9	179,378 19 9	356,222 16 5	613,903 10

‡ Including Receipts from Minerals.

§ Including Receipts from Minerals.

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-

NAME OF RAILWAY COMPANY.	Length open on 30 June 1855.	Length open on 31 Dec. 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	General Merchandize.	Live Stock.	Minerals.	RECEI 1st Cla
	M.Chs.	*M.Chs.*							*d.*	*d.*	*d.*	*d.*	*Tons.*	*Heads.*	*Tons.*	£ s.
Great North of England, Clarence and Hartlepool Junction	*See* "North Eastern."															
Great Western (Including "Wycombe," "Gloucester and Dean Forest," and "Hereford, Ross, and Gloucester.")	363 44	363 44	384,794½	1,483,675½	- -	*918,390	263	2,787,123	Exp. 2·625 Ord. 2·100	Exp. 1·837 Ord. 1·575	- -	1 2 Officers 1 Soldrs.	570,334	Cattle 12,820 Sheep 81 265 Pigs 17,781	-	131,747 1
(Shrewsbury and Birmingham Section.)	29 34½	29 34½	29,100	113,617	87,023	- -	10	229,755	2	1·50	·85	- -	129,627	Cattle 4,163 Sheep 35,948 Pigs 11,148	- -	4,555 1
(Shrewsbury and Chester Section.)	57 60	57 60	42,299	125,350	98,772	- -	11	266,432	2·05	1·55	·90	- -	307,961	Cattle 3,106 Sheep 14,323 Pigs 9,669	- -	8,202 1
Hartlepool Dock and Railway	*See* "North Eastern."															
Hereford, Ross, and Gloucester	*See* "Great Western."															
Horncastle	*See* "Great Northern."															
Hull and Holderness	17 40	17 40	9,144	- -	- -	93,246	65	102,455	1½	- -	- -	¾	6,783	2,871	19,330	813 1
Hull and Selby	*See* "North-Eastern."															
Kendal and Windermere	10 24	10 24	18,023	22,046	- -	16,367	120	56,556	3	2¼	- -	1	6,718	Cattle 960 Sheep 6,300	4,173	1,840 1
Lancashire and Yorkshire (Including "Blackburn," "Manchester and Southport," "Liverpool, Crosby and Southport," and portions of "Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole," and "North Union.")	281 9	281 9	496,910½	968,362	- -	2,772,323	177	4,237,772½	1·67	1·40	- -	·758	1,036,304	No acct kept.	462,116	43,943 1
(Preston and Wyre Section)	29 4	29 4	37,424	62,714	- -	167,097	74	267,309	1·74	1·27	- -	·66	62,996	6,690	52,567	4,240
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	90 47	90 47	54,979	69,159	- -	172,574	- -	296,712	2¾	1¾	- -	1	160,804	245,940	21,187	27,865 1
Lancaster and Preston Junction.	*See* "Lancaster and Carlisle."															
Leeds, Bradford, and Halifax Junction.	9 77	9 77	22,851	25,766	488,791	154,643	22	692,073	1·90	·98	·39	·31	55,742	6,489	11,125	903
Liskeard and Caradon (This is not a passenger line.)	8 60	8 60	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13,341	- -
Liverpool, Crosby and Southport.	*See* "Lancashire and Yorkshire."															
Llanelly Railway and Dock	28 20	28 20	778	2,236	11,187	- -	- -	14,231	2½	1½	17/20	- -	3,658	- -	139,800	90
Llynvi Valley (This is not a passenger line.)	17 51	17 51	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	208,266	- -
London and Blackwall (Traffic over the Blackwall by	5 17	5 17	240,235	1,198,300	- -	36,108	90	1,474,733	Cannot be ascertained.				94,524	- -	- -	5,437 1
Eastern Counties	- -	- -	39,459	104,862	- -	194,518	- -	338,839	- -	- -	- -	- -	- -	- -	- -	205
North London	- -	- -	229,949	779,297	- -	412,351	- -	1,421,597	- -	- -	- -	- -	- -	- -	- -	843 10
London, Tilbury, and Southend Extension)	- -	- -	87,402	93,048	- -	260,810	67	441,327	- -	- -	- -	- -	- -	- -	- -	1,214
Total Traffic on and over the London and Blackwall.	- -	- -	597,045	2,175,507	- -	903,787	157	3,676,496	- -	- -	- -	- -	94,524	- -	- -	7,700 1
London, Tilbury and Southend Extension. Section of the "London and Blackwall" and "Eastern Counties."	37 31	37 31	113,665	124,495	- -	418,225	67	656,452	·954	·696	- -	·696	4,678	Cattle 461 Sheep 4,906 Pigs 188	6,181	5,730 13
London and Greenwich (Leased by the "South-Eastern.")	3 60	3 60	138,691	220,967	846,803	15,401	29	1,230,981	2	1·50	1	·82	- -	- -	- -	3,773 12
London and North-Western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley," and part of the "North Union."	642 49½	642 49½	654,461	1,627,611	507,475½	2,221,679½	1,021	5,012,248	2·024	1·366	·644	·985	1,508,321	(Cattle) 180,848 Sheep 688,468 Pigs 153,527	1,195,366	276,966 17
London and South-Western	264 16	264 16	607,685½	1,584,490	146,858	357,624½	1,227	2,697,885	1·953	·206	1·285	·968	197·526	100,422	157,622	35,529 18

* Including 53,758½ Soldiers, and 152,553 Excursion Train Passengers.

d 31st December 1855, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

OM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM				TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
l Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			General Merchandize.	Live Stock.	Minerals.	TOTAL.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
072 11 5	- - -	†108,268 15 5½	1,647 13 8	440,736 17 9	40,694 10 8	481,431 8 5	221,105 14 11	7,591 2 7	- - -	228,696 17 6	710,128 5 11
036 3 8	6,068 2 4	- - -	113 1 1	20,832 19 6	1,230 18 5	22,063 17 11	15,287 9 0	1,298 17 6	- - -	16,586 6 6	38,650 4 5
959 7 2	7,490 1 4	- - -	131 15 10	29,784 1 5	1,569 9 0	31,353 10 5	41,287 16 1	563 18 10	- - -	41,851 14 11	73,205 5 4
- -	- - -	3,772 4 8½	62 1 11	4,647 18 1	207 2 6½	4,855 0 7½	773 5 3	42 1 4	974 19 6	1,790 6 1	6,645 6 8½
134 1 0	- - -	469 10 10	180 0 0	4,624 2 10	307 11 6	4,931 14 4	1,519 9 9	41 5 0	283 5 9	1,844 0 6	6,775 14 10
508 18 4½	- - -	103,144 13 1½	1,109 17 0	‡212,707 2 5½	15,593 19 8	‡228,301 2 1½	§326,697 8 1	8,324 12 1	- - -	‖335,022 0 2	** 563,323 2 3½
292 2 4½	- - -	6,710 14 8	410 8 0	15,653 12 10½	1,068 18 7½	16,722 11 5½	10,163 6 5	178 16 5	2,993 18 1	13,339 0 11	300,61 12 4½
931 1 1½	- - -	25,893 8 5	- - -	74,690 0 3½	15,212 1 6	89,902 1 9½	63,064 0 4	8,127 15 11	3,277 16 6	74,469 12 9	164,371 14 6½
516 19 4	3,560 5 5	892 0 6	180 0 0	6,052 11 0	224 2 5	6,276 13 5	3,454 13 11	55 3 2	285 9 6	3,793 6 7	10,072 0 0
- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,335 2 9	2,335 2 9	2,335 2 9
178 6 10	460 9 9	- - -	42 0 0	771 0 1	- - -	771 0 1	718 5 4	- - -	6,726 6 11	7,444 12 3	8,215 12 4
- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	4,976 0 3	4,976 0 3	4,976 0 3
677 6 4	- - -	257 11 3	561 15 0	24,934 10 2½	95 18 4	25,030 8 6½	2,225 8 0	- - -	- - -	2,225 8 0	27,25 16 6½
534 19 1	- - -	1,037 12 8	- - -	1,777 15 5	- - -	1,777 15 5	- - -	- - -	- - -	- - -	1,777 15 5
605 19 6	- - -	1,718 2 7	- - -	5,167 12 1	- - -	5,167 12 1	- - -	- - -	- - -	- - -	5,167 12 1
859 15 0	- - -	2,552 8 2	153 0 4	4,779 8 1	- - -	4,779 8 1	- - -	- - -	- - -	- - -	4,779 8 1
677 19 11	- - -	5,565 14 8	714 15 4	36,659 5 9½	95 18 4	36,755 4 1½	2,225 8 0	- - -	- - -	2,225 8 0	38,980 12 1½
823 8 10	- - -	13,187 5 9	465 0 0	23,203 7 10	221 5 0	23,427 12 10	1,733 17 0	187 8 0	715 0 0	2,636 5 0	26,063 17 10
845 4 9	12,139 5 0	169 3 3	120 13 4	21,048 0 10	212 6 2	21,260 7 0	- - -	- - -	- - -	- - -	21,260 7 0
213 18 9	58,995 5 8½	163,469 8 8¾	5,881 11 3	740,527 2 0	106,923 8 10½	853,450 10 10½	734,377 15 3	53,021 0 7	118,386 12 2	906,685 8 0	1,760,135 13 10½
218 12 5½	8,239 3 7	¶53,897 10 6½	10,952 15 10	¶*293,887 19 2½	29,239 2 8	323,127 1 10½	83,545 9 9	4,846 15 10	15,849 9 11	104,241 15 6	¶††427,368 17 4½

cluding 16,103*l.* 13*s.* 4½*d.* Receipts from Soldiers, and 19,963*l.* 7*s.* 6*d.* Receipts from Excursion Train Passengers.
clusive of 2,694*l.* 12*s.* 1*d.* returned by Company as "Tolls from other Companies," and included in amount of "Excess Fares," &c.
clusive of 3,828*l.* 19*s.* 6*d.* returned by Company as "Canal Receipts," and 1,736*l.* 4*s.* 11d. as Rents, and included in amount of "Excess Fares," &c.
ncluding 17,939*l.* 6*s.* 1½*d.* Receipts from Soldiers and Police.
Including 1,171*l.* 6*s.* 4*d.* returned by Company as "Joint Traffic arrangement with Brighton Railway Company," and exclusive of 1,101*l.* 12*s.* 9½*d.* as "Excess Fares" and 600*l.* as "Special Trains." The last-mentioned items are included in the amount of "Excess Fares," &c.
Exclusive of 13,000*l.* returned by Company as "assumed proportion of Steam Packet Earnings due to Railway and included in amount of "Excess Fares," &c. and including 1,297*l.* 4*s.* 3*d.* as "assumed Toll from the South Eastern."

§ Including Receipts from Minerals.

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-y

NAME OF RAILWAY COMPANY.	Length Open on 30 June 1855.	Length Open on 31 Dec. 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3rd Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	General Merchandize.	Live Stock.	Minerals.	RECEIPT 1st Class
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*	*Tons.*	*Heads.*	*Tons.*	£ s.
London, Brighton, and South Coast. (Including "East Grinstead" and "Wimbledon and Croydon.")	164 38	176 78	638,229	1,027,902	1,893,103	257,215	1,540	3,817,989	1·97	1·36	·61	·96	171,904	62,069	112,423	106 641 3
Londonderry, (Seaham to Sunderland.)	- -	5 2	1,601	3,280½	42,115	- -	- -	46,996½	2	1½	1	- -	119	- -	37,350	73 8
Lowestoft Railway and Harbour.	*See* "Eastern Counties."															
Manchester and Southport	*See* Lancashire and Yorkshire."															
Manchester, Buxton, Matlock and Midlands Junction (Leased to the "Midland.")	11 42	11 42	10,274	25,377	2,441	29,139	- -	67,231	1·86	1·52	·86	·89	36,066	- -	10,583	661 15
Manchester, Sheffield, and Lincolnshire	169 25½	171 12½	74,942	223,143	119,404	895,221	76	1,312,786	2·298	1·794	1·292	·930	312,982	Cattle 5,736 Sheep 42,045 Pigs 16,215	160,619	10,837 6
Manchester South Junction and Altrincham	9 26	9 26	116,976	96,627	- -	391,737	853	606,193	1¼	1	- -	¾	103,885	19,128	14,716	4,012 5
Maryport and Carlisle	28 28	28 28	6,615	26,628	28,910	32,760	- -	94,913	2	1½	1½	1	22,240	Cattle 2,602 Sheep 6,259 Pigs 199	142,437	1,445 16
Middlesbro' and Redcar	*See* "Stockton and Darlington."															
Middlesbrough and Guisborough	*See* "Stockton and Darlington."															
Midland (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton.")	493 53	493 53	318,346	946,201	664,070	2,011,231	229	3,940,077	2·38	1·53	·86	·87	938,540	No acct.	1,362,676	60,118 0
Mold	*See* "Chester and Holyhead."															
Monmouthshire Railway and Canal (Railway Traffic only.)	45 43	45 43	8,234	39,196	- -	273,473	9	320,912	2·42	1·43	- -	1⅝	50,591	2,001	794,710	678 5
Newcastle-upon-Tyne and Carlisle	78 21	78 21	13,247	74,194	140,975	117,911	21	346,348	2·5	1·8	1·25	·1	74,961	56,757	332,729	3,285 14
Newmarket	*See* "Eastern Counties."															
Newport, Abergavenny, and Hereford	33 62	39 18	7,533	37,490	80,681	- -	- -	125,704	2	1⅔	1	- -	45,166	Cattle 687 Sheep 2,151 Pigs 212	30,606	1,374 9
Norfolk	*See* "Eastern Counties."															
North and South Western Junction	3 70	3 70	16,372	65,604	- -	*6,615	- -	88,591	No Account.				10,857	80	66,347	715 19
Northern and Eastern	*See* "Eastern Counties."															
North Devon Railway and Dock	34 66	34 66	8,391	41,365	22,851	- -	- -	72,607	2·39	1·51	·93	- -	5,835	5,238	10,063	1,619 12
North-Eastern (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction.")	704 39	704 79	337,049	896,989	1,682,591	†802,690	1,046	†3,720,368	2·36	1·52	·82	1 ·34	836,786	311,887	2,974,914	84,211 4
North London	8 34½	8 34½	399,437	1,738,720	- -	467,989	112	2,606,258	Cannot be ascertained.				166,123	267,128	129,157	8,423 7
North Staffordshire	123 0½	123 0½	63,465	247,710	101,878	228,237	119	641,409	2½	1½	1½	1	215,916	41,900	173,502	8,531 12
North Union	*See* "Lancashire and Yorkshire," and "London and North-Western."															
North-Western (Leased to the "Midland.")	46 24	46 24	12,345	77,321	- -	71,126	19	160,811	2·53	1·37	- -	·76	72,076	No Acc	15,017	1,795 14
Oxford, Worcester, and Wolverhampton	93 57	93 57	89,772½	374,941½	21,006½	368,440½	35	854,196	2½	1½	1½	1	156,321	19,992	171,[illegible]6	10,777 19
Port Carlisle Dock and Railway	11 10	11 10	1,170	- -	- -	22,333	- -	23,503	1·546	- -	- -	·798	8,777	- -	10,15[illegible]	72 17
Preston and Longridge	6 40	6 40	705	2,077	2,007	40,670	27	45,486	2	1½	1	1	No Acc.	- -	8,82[illegible]	30 15
Royston and Hitchin	*See* "Eastern Counties."															
St. Helen's Canal and Railway (Railway Traffic only.)	24 68	24 68	43,631	40,777	- -	196,388	118	280,914	1½	1½	- -	1	96,027	- -	231,[illegible]6	1,548 19
Saundersfoot Railway and Harbour (This line is a mere tramway, and not open for passengers.)	7 0	7 0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	23,86[illegible]	- -

* Soldiers.
† Including 97,864 Excursion Train Passengers.

ded 30th June 1855, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

M PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM.				TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1 Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			General Merchandise.	Live Stock.	Minerals.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
345 7 3	55,110 0 9	30,504 2 9	16,716 13 7	306,817 7 6	15,941 15 2	322,759 2 8	57,344 0 5	1,814 14 6	12,496 10 9	71,655 5 8	394,414 8 4
14 12 11½	1,031 3 9½	- - -	- - -	1,219 5 5	28 1 9	1,247 7 1	6 11 0	- - -	1,853 13 2	1,860 4 2	3,107 11 3
113 18 7	66 19 3	697 0 8	- - -	2,542 13 6	143 0 3	2,685 13 9	2,766 8 2	7 9 1	715 6 11	3,489 4 2	6,174 17 11
359 14 5	10,002 19 6	33,880 19 11	841 10 0	76,222 3 10	15,050 6 9	91,272 10 7	112,326 13 4	1,926 4 11	24,140 8 10	138,393 7 1	229,665 17 8
581 11 1	- - -	7,129 13 0	2,760 0 0	16,483 9 5	592 4 0	17,075 13 5	2,802 17 11	121 9 5	213 6 1	3,137 13 5	20,213 6 10
567 2 6	2,107 8 6½	2,181 18 8½	- - -	9,302 6 7	886 16 10	10,189 3 5	5,189 16 3	285 12 10	10,682 15 6	16,158 4 7	26,347 8 0
121 11 7	26,457 11 6	94,859 18 9	1,585 14 1	285,142 15 11	37,975 3 0	323,117 18 11	301,910 13 0	8,073 15 6	172,761 19 2	482,746 7 8	805,864 6
001 11 10	- - -	6,778 9 11	46 1 0	9,504 8 5	331 0 9	9,835 9 2	7,177 7 9	19 17 2	35,931 16 2	43,129 1 1	52,964 10 3
149 18 0	9,181 7 3	7,182 6 6	225 10 0	27,025 4 9	2,055 14 1	29,080 18 10	22,528 15 3	2,783 18 3	34,588 5 4	59,900 19 1	88,981 17 11
539 14 6	3,687 17 6	- - -	- - -	8,602 1 3	382 0 6	8,984 1 9	6,833 8 1	85 10 8	4,850 15 6	11,769 14 3	20,753 16 0
209 18 1	- - -	¶83 8 0	- - -	3,129 6 0	- - -	3,129 6 0	643 3 11	2 10 9	1,658 13 5	2,304 8 1	5,433 14 1
645 9 6	1,642 14 2	- - -	- - -	6,907 16 5	804 15 0	7,712 11 5	†2,651 6 3	169 17 5	- - -	2,821 3 8	10,533 15 1
534 6 9	60,377 16 10	*79,343 2 0	4,018 1 0	*‡322,484 10 10	56,072 11 3	‡378,557 2 1	235,118 1 11	19,089 7 3	263,719 3 0	517,926 12 2	‡896,483 14 3
022 12 9	- - -	7,711 7 9	593 5 0	40,750 13 0	- - -	40,750 13 0	14,554 17 6	890 6 6	5,000 0 0	20,445 4 0	61,195 17 0
081 7 0	4,711 17 2½	10,704 7 2½	465 2 6	43,204 6 7	2,332 13 4	45,626 19 11	45,056 15 6	930 19 0	16,231 14 1	62,219 8 7	107,846 8 6
140 16 7	- - -	3,517 4 5	38 11 8	9,501 7 4	665 17 4	10,167 4 8	13,979 6 1	904 10 6	1,852 0 1	16,735 16 8	26,903 1 4
189 4 3	867 1 7	13,490 18 3	278 4 6	46,602 18 11	3,099 7 7	49,702 6 6	34,887 9 7	442 10 0	19,417 15 ‖	54,747 15 3	104,450 1 9
- -	- - -	737 9 1	- - -	810 7 0	39 4 5	849 11 5	574 6 4	- - -	447 11 1	1,021 17 5	1,871 8 10
66 12 3	49 3 6½	912 14 10½	39 12 6	1,098 18 8	12 18 4	1,111 17 0	90 4 4	- - -	546 0 10	636 5 2	1,748 2 2
685 13 3	- - -	3,898 13 4	155 16 7	6,084 2 6	356 12 3	6,440 14 9	8,771 18 3	- - -	10,646 16 5	19,418 14 8	25,859 9 5
- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	353 11 2	353 11 2	353 11 2

* Including 9,468*l.* 17*s.* 10*d.* Receipts from Excursion Train Passengers.
† Including Receipts from Minerals.
‡ Exclusive of 1,508*l.* 7*s.* 9*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
‖ Receipts from Soldiers.

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half

NAME OF RAILWAY COMPANY.	Length open on 30 June 1855.	Length open on 31 Dec. 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	General Merchandise.	Live Stock.	Minerals.	RECE 1st Cl
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*	*Tons.*	*Heads.*	*Tons.*	£ s.
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole	*See* "Lancashire and Yorkshire."															
Shrewsbury and Hereford	50 46	50 46	14,555	61,983	16,172	47,791	9	140,510	2	1½	1	1	41,066	Cattle 3,816 Sheep 23,775 Pigs 699	30,266	3,585
Shropshire Union Railway and Canal (Railway Traffic only.)	18 28	18 28	10,250½	43,834½	- -	32,838	- -	86,932	1¾	1¼	- -	¾	42,892	30,800	33,670	1,761 1
Somerset Central	*See* "Bristol and Exeter."															
South Devon	56 74	56 74	56,366	228,975	- -	215,969	19	501,329	2·218	1·350	- -	·858	35,874	1,856	21,265	10,485 1
South-Eastern (*See* "London and Greenwich" for separate Return of Traffic and Mileage, although leased by the "South-Eastern.")	254 34½	254 71½	568,061	1,098,019	1,506,059	361,544	619	3,534,302	2·08	1·28	·64	·93	285,938	Cattle 14,489 Sheep 83,827 Pigs 837	- -	152,957 1
South Staffordshire	25 30	25 62	48,037	130,157	111,308	301,408	- -	590,910	1¾	1¼	1¼	⅞	105,932	Cattle 616 Sheep 1,817 Pigs 585	136,838	2,541
South Wales	156 15	156 15	38,903	161,494	424,912	*2,042	- -	627,351	Exp. 2·625 Ret. 4·53 Ord. 2·100 Ret. 3·63	Exp. 1·837 Ret. 3·18 Ord. 1·575 Ret. 2·73	1	1	360,404	24,414	No Acc.	12,569
South Yorkshire Railway and River Dun	31 10	31 10	5,307½	22,587½	68,799½	58,430½	- -	155,125	3	2	1	1	39,330	907	270,485	441 1
Stockton and Darlington (Including "Middlesbro' and Redcar," "Wear Valley," and "Middlesbrough and Guisbrough.")	99 70	99 70	26,493	252,000	34,735	616	- -	313,844	1·86	1·09	·64	·95	254,445	- -	1,321,000	2,205 1
Taff Vale (Including "Aberdare.")	42 54	42 54	7,617	26,858	129,053	- -	17	164,145	2	1½	1	- -	55,025	No Acc.	700,752	1,072
Vale of Neath	25 8	25 8	3,818	18,345	†185,501	- -	- -	207,664	2·05	1·31	·82	- -	33,043	No Acc.	193,641	374
Warrington and Stockport	10 68	11 71	9,651	- -	76,472	- -	21	86,144	2	- -	1	- -	- -	- -	- -	542 1
Waveney Valley (From 1st to 31st December.)	- -	6 20	324	952	537	369	- -	2,182	2·285	1·650	1·135	·955	321	Pigs 120	273	19
Wear Valley	*See* "Stockton and Darlington."															
West Cornwall	27 42	27 42	7,585	22,048	- -	128,510	4	158,147	2	1·38	- -	1	8,912	1,837	48,362	1,015 1
West Hartlepool Harbour and Railway	45 0	45 0	7,993	57,689	1,045	45,236	47	112,010	1·980	1·403	·975	·722	113,555	4,653	641,473	700
West London	*See* "London and North-Western."															
Whitehaven and Furness Junction	33 64	33 64	4,578	16,994	16,046	10,607	35	48,260	2·2	1·75	1·5	1	10,705	- -	27,395	471 10
Whitehaven Junction	12 70½	12 70½	7,557	46,080	- -	51,958	97	105,692	2·38	1·88	- -	·95	19,651	No Acc.	46,642	588
Wimbledon and Croydon	*See* "London, Brighton, and South Coast."															
Wycombe	*See* "Great Western."															
TOTAL (ENGLAND & WALES)	6166 45½	3217 30½	7,150,419	19,361,803½	10,665,003	18,697,209½	2,344	55,880,779	- -	- -	- -	- -	10,633,099	3,579,808	14,487,265	1,372,911

* Soldiers.

† Including 72 Soldiers.

ed 31st December 1855, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

OM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM				TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			General Merchandise.	Live Stock.	Minerals.	TOTAL.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
,044 16 1	1,256 4 4½	3,702 10 5½	89 4 6	15,678 4 8½	1,621 11 0½	17,299 15 9	10,016 16 3	576 12 11	3,833 1 4	15,326 10 6	32,626 6 3
,764 6 10	- - -	1,454 14 9	- - -	6,980 17 8½	2,097 4 2½	9,078 1 10½	9,355 19 1	844 4 7	2,603 15 4	12,803 19 0	21,882 0 10
,651 0 10½	- - -	16,648 15 10½	102 3 4	45,887 16 2	*7,294 7 8	*53,182 3 10	11,459 16 9	152 2 8	1,712 5 10	13,324 5 3	*66,506 9 1
,960 10 4	53,053 17 3	34,362 1 10	7,585 8 11	†374,919 15 8	‡27,563 7 6	‡402,483 3 2	128,964 18 10	4,384 15 4	- - -	133,349 14 2	††535,832 17 4
,098 8 3	1,853 9 4	9,283 0 2	- - -	18,776 3 5	923 11 9	19,699 15 2	12,901 17 2	81 10 0	10,852 0 4	23,835 7 6	43,535 2 8
,118 16 8	28,264 15 4	‖738 6 2	- - -	62,690 19 10	16,433 15 7	79,124 15 5	74,783 14 0	1,012 0 4	- -	75,795 14 4	154,920 9 9
,251 7 4½	2,336 19 11½	1,892 6 5½	- - -	5,722 11 2	205 4 1	5,927 15 3	5,041 2 6	36 10 5½	20,012 10 1	25,090 3 0½	31,617 18 3
,712 6 8½	1,093 16 6	33 12 4	- - -	15,045 13 2½	1,785 0 10	16,830 14 0½	24,649 2 8	- - -	114,313 0 10½	§138,962 3 6½	§155,792 17 7
,760 5 6	5,689 2 2	- - -	112 10 0	8,634 3 6	250 0 3	8,884 3 9	10,854 16 1	- - -	78,123 13 6	88,978 9 7	97,862 13 4
,113 5 10	6,906 14 2	- - -	- - -	¶8,394 7 7	294 5 4	¶8,688 12 11	4,243 3 5	- - -	17,969 15 5	22,212 18 10	¶30,901 11 9
*116 9 1	2,192 0 4	- - -	43 19 10½	2,895 7 3½	94 7 7	2,989 14 10½	- - -	- - -	- - -	- - -	*2,989 14 10
37 12 9	13 7 11	8 1 9	- - -	78 10 4	6 1 11	84 12 3	43 14 6	0 3 10	8 12 6	52 10 10	137 3 1
,672 10 7	- - -	4,585 11 7	51 4 0	7,325 4 1	526 15 6	7,851 19 7	1,757 14 8	70 7 9	7,131 8 5	8,959 10 10	16,811 10 5
,178 2 11	52 18 11	1,922 7 1	148 3 8	6,001 17 8	298 16 1	6,300 13 9	11,633 19 2	93 18 10	44,535 16 0	56,263 14 0	62,564 7 9
,202 15 3	1,129 1 7	618 7 6½	59 18 6	3,481 19 3½	373 7 4	3,855 6 7½	1,944 2 5½	61 19 3	1,657 5 7	3,663 7 3½	7,518 13 11
2,128 4 9	- - -	1,498 19 10	131 15 6	4,347 0 2	392 7 2	4,739 7 4	1,794 17 11	28 6 7	2,275 13 2	4,098 17 8	8,838 5 0
36,201 5 9½	428,387 16 1	1,070,653 19 0½	69,188 16 0½	4,577,043 0 0½	511,920 11 0	5,088,963 11 0½	3,240,687 18 7½	176,090 1 1½	1,378,953 3 10½	4,795,731 3 7½	9,884,694 14 8
XCESS FARES, TOLLS, &c., which cannot be classified					- -	28,280 12 8½	- - -	- - -	- - -	- - -	28,280 12 8
					£	5,117,244 3 9½				£	9,912,975 7 4

* Exclusive of 16*l.* 19*s.* 1*d.* returned by Company as Receipts from "Electric Telegraph," and included in amount of "Excess Fares," &c.
† Exclusive of 2,300*l.* returned by Company as "Receipts from other Companies," and included in amount of "Excess Fares," &c.
‡ Exclusive of 383*l.* 8*s.* 6*d.* returned by Company as "Receipts from Expresses," and included in amount of "Excess Fares," &c.
§ Exclusive of 1,697*l.* 18*s.* 3*d.* returned by Company as "Rents," and included in amount of "Excess Fares," &c.
‖ Receipts from Soldiers.
¶ Exclusive of 15*l.* 9*s.* 10*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
†† Receipts from Excursion Train Passengers.

SCOTLAND. - - - - -

ETURN showing the Number of Passengers conveyed on all the Railways in *Scotland* during the Half-year ended th
compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97 ; alsc

NAME OF RAILWAY COMPANY.	Length Open on 30 June 1855.	Length Open on 31 Dec. 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	General Merchandize.	Live Stock.	Minerals.	RECEIPTS 1st Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*	*Tons.*	*Heads.*	*Tons.*	£ s. d.
Aberdeen and Scottish Midland Junction (Including "Arbroath and Forfar.")	111 4	115 27½	67,328	49,251	132,669	186,563	108	435,919	2	1½	1½	1	116,657	Cattle 13,872 Sheep and Pigs 21,140	77,248	11,070 3 1
Arbroath and Forfar	*See* "Aberdeen" and "Scottish Midland Junction."															
Caledonian (Including "Glasgow Barrhead, and Neilston, Direct," and a moiety of "Glasgow, and Paisley Joint," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," and "Wishaw and Coltness," and "Lanark Junction."	196 64	198 38	243,588	59,518	- -	1,704,039	189	2,007,334	1·518	1·484	- -	·620	280,454	Cattle 33,829 Sheep 183,567 Pigs 3,675	1,047,414	39,929 1 10
Caledonian and Dumbartonshire Junction	8 3	8 3	35,821½	17,113½	- -	121,369	6½	174,310½	2	1½	- -	1	11,885	- -	30,395	1,219 3 6
Clydesdale Junction	*See* "Caledonian."															
Deeside	16 16	16 16	18,464½	- -	- -	92,675	146	111,285½	1½	- -	- -	1	11,126	88	5,828	1,019 7 6
Drumpeller	*See* "Forth and Clyde Navigation Company."															
Dundee and Arbroath	17 27½	17 27½	22,249½	60,677	140,844	51,323	1,043	276,136½	1·88	1·50	1·05	·97	31,995	Cattle 423 Sheep 451 Pigs 62	6,810	1,218 3 5
Dundee and Newtyle	*See* "Dundee and Perth, and Aberdeen Junction."															
Dundee and Perth, and Aberdeen Junction (Including "Dundee and Newtyle.")	31 13	31 13	15,197	27,415	41,475	107,506	226	191,819	1·75	1·29	1·14	1	81,726	5,202	43,762	1,206 8 7½
Edinburgh and Bathgate	*See* "Edinburgh and Glasgow."															
Edinburgh and Glasgow (Including "Edinburgh and Bathgate.")	92 1½	92 1½	103,204	86,226	46,120	386,188	134	621,872	1·389	1·126	1·97	·737	147,045	101,734	181,215	18,686 13 1½
Edinburgh, Perth, and Dundee	72 5½	72 5½	59,314	117,954	233,068	257,689	67	668,092	2½	2	1½	1	145,646	Cattle 7,621 Sheep 40,163 Pigs 1,157	162,069	6,890 12 5
Elgin	4 40	4 40	- -	8,059	- -	- -	1	8,060	- -	1·14	- -	- -	3,837	- -	*30,659	- - -
Forth and Clyde Navigation (Owners of the "Drumpeller Railway." Not open for Passengers.	1 28	1 28	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	65,506	- - -
General Terminus and Glasgow Harbour (This is not a Passenger line.)	2 21½	2 21½	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	91,048	- - -
Glasgow and Paisley Joint	*See* "Caledonian" and "Glasgow and South Western."															
Glasgow and South-Western (Including "Kilmarnock and Troon" and a moiety of "Glasgow and Paisley Joint.")	184 23	184 23	57,636	313,588	- -	390,693	264	762,181	- -	No Account		- -	102,656	68,562	754,667½	9,070 10 4
Glasgow, Barrhead, and Neilston Direct	*See* "Caledonian."															
Glasgow, Garnkirk, and Coatbridge	*See* "Caledonian."															
Great North of Scotland	39 35	39 35	15,430½	- -	81,741	20,919½	60	118,151	1½	- -	1½	1	25,929	Cattle 5,240 Sheep 6,262 Pigs 477	11,297	2,676 1 8

* Including 36,320 ons of coal, led from Elgin Collieries, for which no separate charge was made.

SCOTLAND.

st December 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; e Length of Railway Open at the Commencement and at the Termination of the Half-year.

FROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPT FROM PASSENGERS, HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM				TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC
2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			General Merchandize.	Live Stock..	Minerals.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d
6,529 10 7½	6,911 13 1	10,471 18 0½	462 1 8	35,145 6 5½	7,494 13 0½	42,639 19 6½	36,792 3 11	2,191 6 11	8,918 4 3	47,901 15 1	90,541 14
7,558 7 8	- - -	70,221 9 6	757 15 6	118,466 14 6½	19,216 3 1½	137,682 17 8	98,018 15 4	6,376 18 8	76,338 8 6	180,734 2 6	318,417 0
577 11 11½	- - -	2,001 10 4½	25 13 10	3,823 19 8½	126 19 6½	3,950 19 3	1,074 14 11	- - -	1,898 1 5	2,972 16 4	6,923 15
- - -	- - -	2,771 6 4½	117 16 9	3,908 10 8	331 2 3½	4,239 12 11½	1,687 15 6	22 4 2	661 3 1	2,371 2 9	6,610 15
1,870 2 6½	3,542 15 9	1,212 17 0½	832 2 2½	8,676 0 5	1,111 1 5	9,787 1 10	4,630 13 2	19 3 4	625 13 4	5,275 9 10	15,062 11
1,473 6 7	1,467 5 5	3,910 15 6	240 13 9	8,303 9 10½	1,710 15 9	10,014 5 7½	13,947 8 3	110 1 5	2,252 17 1	16,310 6 9	26,324 12
10,810 1 7	4,018 12 2½	27,366 18 8½	1,239 6 8	62,121 12 3½	4,711 19 9½	66,833 12 1½	39,164 16 7	2,161 7 9	15,594 17 1½	56,921 1 5½	*123,754 13
9,106 6 11½	11,013 19 11	9,686 0 11½	156 8 2	30,853 8 5	3,225 2 3	40,078 10 8	24,254 17 0	1,463 6 6	20,789 8 4	46,507 11 10	86,586 2
134 6 3	- - -	- - -	2 11 0	136 17 3	- - -	136 17 3	214 2 5	- - -	1,075 8 6	1,289 10 11	1,426 8
- - -	- - -	- - -	- - -	- - -	- - -	-	- - -	- - -	901 0 6	901 0 6	901 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3,970 17 7	3,970 17 7	3,970 17
24,002 8 4	- - -	22,808 1 9	1,271 2 6	57,152 2 11	4,982 10 9	62,134 13 8	43,147 3 3	2,248 6 7	59,463 4 0	104,858 13 10	166,993 7
- - -	6,440 13 6½	1,252 10 6½	92 15 2	10,462 0 5½	1,159 0 3½	11,621 0 9	9,296 11 7	618 8 7	1,840 4 3	11,755 4 5	23,376 5

* Exclusive of 5,287*l.* 15*s.* 3*d.* returned by Company as "Receipts from Canal" and included in amount of "Excess Fares," &c.

RETURN showing the Number of Passsengers conveyed in *Scotland* during the Half-year ende

NAME OF RAILWAY COMPANY.	Length open on 30 June 1855.	Length open on 31 Dec. 1855.	NUMBER OF PASSENGERS.						Average Fare per Mile.				General Merchandise.	Live Stock.	Minerals.	RECEIPT
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	1st Class.	2d Class.	3d Class.	Parliamentary Class.				1st Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*	*Tons.*	*Heads.*	*Tons.*	*£ s. d.*
Inverness and Nairn -	- -	15 15	2,474½	- -	- -	19,737½	- -	22,212	2	- -	- -	1	123	- -	- -	174 3 6
(From 5th November to 31st December.)																
Kilmarnock and Troon -	*See* "Glasgow and South-Western."															
Lanark Junction - -	*See* "Caledonian."															
Leven - - - -	5 62	5 62	2,625	6,327	11,015	7,870	1	27,838	2·32	1·90	1·30	·90	6,036	1,640	4,937	143 1 3
Monkland - - -	35 72	35 72	3,082	13,277	17,614	- -	- -	33,973	2	1½	1	- -	21,160	- -	660,616	102 14 8
Morayshire - -	5 72	5 72	1,527	- -	29,332	5,522	4	36,385	1·40	- -	·91	·70	2,668	- -	2,830	53 14 0
North British - -	147 74	147 74	130,674	101,351	76,210	403,415	375	712,025	2·14	1·50	1·16	·95	162,370	101,770	159,260	18,968 5 2
Peebles - - -	- -	18 62	5,656½	10,578	- -	32,920	3	49,157½	2¼	1½	- -	1	2,288	Cattle 88 Sheep 2,142	10,889	459 4 4
St. Andrews - - -	4 45	4 45	5,614	10,132	8,644	15,017	- -	39,407	2¼	2	1½	1	7,774	Cattle 341 Sheep 986 Pigs 189	4,403	255 0 7
Scottish Central - -	50 17	50 17	64,736	74,022	33,658½	183,851½	16	356,284	2½	1¾	1	1	136,859	50,632	83,218	10,391 5 3
Scottish Midland Junction -	*See* "Aberdeen" and "Scottish Midland Junction."															
Stirling and Dunfermline -	24 50	24 50	9,853½	2,026	54,501½	22,666½	14	89,061½	2¼	1¾	1½	1	43,479	Cattle 348 Sheep 1,062 Pigs 190	79,420	787 7 3
Wishaw and Coltness -	*See* "Caledonian."															
TOTAL (SCOTLAND) -	1,051 34	1,091 28½	864,475½	957,514½	906,892	4,009,964	2,657½	6,741,503½	- -	- -	- -	- -	1,341,717	652,913	3,533,491	124,321 1 3

st December 1855, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

FROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM				TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			General Merchandise.	Live Stock.	Minerals.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
- - -	- - -	701 7 5	- - -	875 10 11	28 6 10	903 17 9	29 15 9	- - -	- - -	29 15 9	933 1
275 16 4½	317 3 8½	151 0 10½	1 0 0	888 2 3½	83 6 11	971 9 2½	796 10 2	12 17 5	309 1 7	1,118 9 2	2,089 1
497 17 9	589 13 2	- - -	- -	1,190 5 7	- - -	1,190 5 7	*1,485 1 1	- - -	29,526 12 1	31,011 13 2	32,201 1
- - -	674 0 9	92 0 8	6 3 0	825 18 5	- - -	825 18 5	†325 5 9	- - -	260 0 1	585 5 10	1,411
16,001 13 7	7,511 2 10	17,442 10 6	1,318 5 9	61,241 17 10	2,972 8 2	64,214 6 0	50,384 18 8	2,724 10 10	23,984 8 4	77,093 17 10	141,308
650 16 5½	- - -	1,201 4 3½	3 2 0	2,404 7 2	20 11 8	2,424 18 10	469 7 9	28 6 4	921 4 11	1,418 19 0	3,843 1
333 12 11	202 11 10	299 4 3	- - -	1,090 9 7	111 18 1	1,202 7 8	425 18 8	14 1 5	172 10 9	612 10 10	1,814 1
7,315 13 4½	442 4 1½	11,351 1 4	81 4 8	29,581 8 8½	5,175 4 10	34,756 13 6½	24,781 5 5	3,210 5 2	9,240 18 2	37,232 8 9	71,989
142 8 11½	1,851 18 8½	1,076 6 3	33 16 0	3,891 17 3	165 11 0½	4,057 8 3½	5,677 12 10	31 9 2	5,004 4 6	10,713 6 6	14,770 1
87,285 1 5½	44,683 15 0½	184,108 4 4½	6,641 18 7½	447,040 0 9	52,626 15 10½	499,666 16 7½	356,604 18 0	21,232 14 3	263,748 8 4½	641,586 0 7½	1,141,252 1
Excess Fares, Tolls, &c., which cannot be classified - - -						5,287 15 3	- - -	- - -	- - -	- - -	5,287
					£	504,954 11 10½				£	1,146,540 1

* Including Receipts from Horses.
† Including Receipts from Passengers, Luggage, and Parcels.

IRELAND.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Ireland* during the Half-year ended
compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97 ;

NAME OF RAILWAY COMPANY.	Length open on 30 June 1855.	Length open on 31 Dec. 1855.	NUMBER OF PASSEGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	General Merchandize.	Live Stock.	Minerals.	RECEI 1st Cla
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d*	*Tons.*	*Heads.*	*Tons.*	£ s.
Ballymena, Ballymoney - Coleraine and Portrush Junction (from 27th November to 31st December.)	- -	34 57	541	1,512	1,025	420	- -	3,498	1·85	1·47	1	1	- -	- -	- -	99 12
Belfast and Ballymena -	37 74	37 74	19,112	53,610	159,723	5,182	220	237,847	1½	1	½ ⅛	1	28,484	Cattle 959 Sheep, 6,065 Pigs 416	12,303	2,422 10
Belfast and County Down -	16 63	16 63	48,138	185,768	- -	- -	605	234,511	1·07	·75	- -	- -	7,535	Cattle 16 Sheep 252 Pigs 221	5,795	1,357 11
Cork and Bandon - - -	19 54	19 54	4,617	25,157	- -	21,217	- -	50,991	1⅝	1⅓	- -	⅝	11,220	Cattle 484 Sheep 1,076 Pigs 11,673	- -	482 12
Cork, Blackrock, and Passage	6 23	6 23	134,153½	135,239½	87,167	- -	78	356,638	⅜	½	⅜	- -	- -	- -	- -	2,594 9
Dublin and Belfast Junction	55 48	55 48	21,669	83,336	58,214	- -	- -	113,219	1·984	1·502	·940	- -	21,836	Cattle 611 Sheep 1,142 Pigs 245	994	6,810 6
Dublin and Drogheda - -	62 17	62 17	43,724	96,426	196,797	- -	171	337,118	2·6	1½	1⅝ ⅛	- -	No Account.			7,518 14
Dublin and Kingstown -	7 60	7 60	38,700	595,771	505,281	- -	1,320	1,141,072	1½	1	¾	- -	- -	- -	- -	1,395 0
Dublin and Wicklow - -	16 22	34 26	18,872	73,675½	123,373½	- -	71	215,992	1·958	1·490	·894	- -	- -	- -	- -	1,447 19
Dundalk and Enniskillen -	26 52	36 72	4,262	7,338	31,077	- -	- -	42,677	2	1·55	1	- -	10,671	Cattle 1,584 Sheep 1,050 Pigs 4,183	20,210	846 10
Great Southern and Western	203 68	205 3	51,243	117,080	- -	190,963	- -	360,186	2·047	1·535	- -	·905	93,594	Cattle 30,615 Sheep 79,585 Pigs 57,982	10,435	28,655 18
Irish South Eastern - -	22 48	22 48	5,468	14,817	- -	16,372	- -	36,657	2·162	1·624	- -	·988	12,347	Cattle 2,031 Sheep 3,638 Pigs 4,302	425	1,072 4
Killarney Junction - -	40 26	40 26	5,255	5,994	- -	21,043	- -	32,292	1·989	1·570	- -	·984	11,559	Cattle 872 Sheep 1,281 Pigs 11,802	624	1,931 0
Londonderry and Coleraine -	36 13	36 13	7,425	12,437	46,536	- -	- -	66,398	1·818	1·454	·97	- -	13,564	1,998	- -	984 17
Londonderry and Enniskillen	60 30	60 30	5,566	14,607	59,385	- -	- -	79,558	1·745	1·286	·911	- -	27,945	Cattle 6,064 Sheep 4,594 Pigs 7,745	- -	1,237 18
Midland Great Western of Ireland - - -	126 36	152 50	26,295½	69,075	27,133½	97,244	19	219,767	1·857	1·402	·941	·465	24,399	Cattle 25,420 Sheep 109,751 Pigs 22,368	- -	8,805 19
Newry and Enniskillen -	3 43	3 43	4,150	9,470½	16,664½	*2,527	- -	32,812	2½	2	1	1	3,766	- -	- -	149 18
Newry Warrenpoint and Rostrevor - - -	5 60	5 60	9,984	28,298	40,671	- -	7	78,960	1 1/10	⅞	¾	- -	1,296	1,619	- -	428 4
Ulster - - - -	35 50	35 50	36,951	90,677	136,002	18,718	51	282,399	1·78	1·3	·84	1	48,055	14,557	8,617	4,322 8
Waterford and Kilkenny -	29 5	29 5	3,098	14,006	13,147	- -	- -	31,151	2·1836	1·5789	·7686	- -	6,962	Cattle 1,101 Pigs 13,955 Sheep 4,568	2,709	1,017 5
Waterford and Limerick -	77 6	77 6	14,463	48,821	- -	40,586	- -	112,870	2·18	1·63	- -	·989	33,278	Cattle 5,295 Sheep 24,183 Pigs 50,423	7,102	3,233 6
Waterford and Tramore -	7 31	7 31	42,042½	22,110	- -	17,927	10	82,089½	·823	·591	- -	·701	- -	- -	- -	1,902 17
TOTAL (IRELAND) -	897 29	987 59	516,629	1,656,125	1,502,196	441,199	2,552	4,148,702½	- -	- -	- -	- -	358,011	515,089	64,274	78,717 7

* Including 85 soldiers,

IRELAND.

1st December 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c. e Length of Railway Open at the Commencement and at the Termination of the Half-year.

ROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGRES' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM				TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC
2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets	Total Receipts from Passengers.			General Merchandise.	Live Stock.	Minerals.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
194 3 6	103 8 4	10 0 0	- - -	407 4 5	61 13 5	468 17 10	- - -	- - -	- - -	- - -	468 17 1
4,796 0 10	5,058 13 11	252 4 8	366 13 7	12,896 9 0	1,348 1 0	14,244 10 0	6,601 6 6	174 1 4	1,245 1 9	8,020 9 7	22,264 19
3,884 0 4	- - -	- - -	631 4 1	5,872 16 3	271 9 10	6,144 6 1	641 11 10	8 0 9	371 17 6	1,021 10 1	7,165 16
2,241 3 5	- - -	1,034 14 11	- - -	3,758 10 7	253 12 8	4,012 3 3	2,033 0 9	300 19 7	- - -	2,334 0 4	6,346 3
1,885 15 0	492 9 2	- - -	83 0 0	5,055 13 11	90 19 4	5,146 13 3	- - -	- - -	- - -	- - -	5,146 13
8,636 7 0	6,462 2 10	- - -	- - -	19,908 16 4	2,943 12 5	22,852 8 9	6,534 19 4	189 2 6	62 12 5	6,786 14 3	29,639 3
8,392 9 11	10,774 0 6	- - -	354 2 10	27,539 8 1	3,903 3 2	31,442 11 3	10,251 1 3	- - -	- - -	10,251 1 3	41,693 12
14,313 0 0	9,103 0 0	- - -	3,803 2 0	28,614 2 0	565 11 2	29,179 13 2	- - -	- - -	- - -	- - -	29,179 13
4,066 15 3	4,272 0 3	- - -	316 9 9	10,103 4 9	10,312 17 10	20,416 2 7	- - -	- - -	- - -	- - -	20,416 2
1,133 2 3	2,462 4 0	- - -	- - -	4,441 16 3	1,501 12 9	5,943 9 0	1,509 11 5	464 6 6	2,228 10 2	4,202 8 1	10,145 17
36,850 6 8	- - -	36,170 6 8	- - -	101,676 8 8	24,520 15 2	126,197 3 10	42,068 1 8	10,043 0 0	1,987 11 10	54,098 13 6	180,295 17
1,926 9 11½	- - -	1,269 1 8	- - -	4,267 16 1	434 12 9	4,722 8 10	2,025 7 4	300 2 3	46 16 2	2,372 5 9	7,094 14
1,507 12 7	- - -	2,249 17 10	- - -	5,688 10 5	260 5 0	5,948 15 5	2,912 17 9	430 18 3	68 18 9	3,412 14 9	9,361 10
1,102 15 2	1,978 2 0	- - -	- - -	*4,065 14 8	405 9 1	*4,471 3 9	2,947 10 7	69 2 9	- -	3,016 13 4	*7,487 17
1,989 2 3	4,595 7 5	- - -	- - -	7,822 8 7	1,251 8 10	9,073 17 5	8,305 13 6	942 6 6	- -	9,248 0 0	18,321 17
14,242 7 3	15,566 11 2	3,537 12 6	59 4 2	42,211 14 5	11,112 15 3	53,324 9 8	16,124 19 6	10,258 10 0	- - -	26,383 9 6	79,707 19
257 19 9	343 11 7½	§ 42 12 8	- - -	794 2 5½	82 19 8	877 2 1½	346 9 4	2 0 0	- - -	348 9 4	1,225 11
923 3 5	680 14 2	- - -	10 13 4	†2,042 15 7	20 16 1	†2,063 11 8	133 13 10	15 8 10	- - -	149 2 8	†2,212 14
6,906 6 8	6,023 18 10	1,253 19 11	143 17 10	18,652 12 2	1,664 12 8	20,317 4 10	13,581 1 2	592 19 0	1,589 1 5	15,763 1 7	36,080 6
2,243 13 11	1,252 3 7	- - -	- - -	‡4,513 2 9	421 1 7	‡4,934 4 4	1,832 7 1	741 18 2	548 3 7	3,122 8 10	‡8,056 13
7,391 18 1½	4,430 0 5½	- - -	- - -	15,055 5 0	1,101 7 4	16,156 12 4	9,054 3 7½	2,413 5 10	532 2 10	11,999 12 8½	28,156 4
317 15 8	- - -	443 4 9	55 0 0	3,218 15 5	44 0 3	3,262 15 8	95 6 9	- -	- - -	95 6 9	3,358 2
124,204 8 11	73,598 8 3	46,263 15 7	5,823 7 7	328,607 7 9½	62,592 17 3	391,200 5 0½	126,999 3 2½	26,946 2 3	8,680 16 5	162,626 1 10½	553,826 6
Excess Fares, Tolls which cannot be classified - - - - - - - -						207 16 3	- - -	- - -	- - -	- - -	207 16
					£	391,408 1 3½				£	554,034 3

* Exclusive of 143*l.* 11*s.* 7*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
† Exclusive of 21*l.* 3*s.* 5*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
‡ Exclusive of 43*l.* 1*s.* 3*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
§ Exclusive of receipts from 85 soldiers which have been included in receipts from 1st class passengers.

COMPARATIVE SUMMARY of TRAFFIC upon the RAILWAYS in *England* and *Wales, Scotland* and *Ireland,* respectivel

Period to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.						General Merchandise.	Live Stock.	Minerals.	RECEIPT
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.				1st Class.
	Miles.	*Miles.*							*Tons.*	*Heads.*	*Tons.*	£ s.
ENGLAND AND WALES.												
Half-year ended 31st Dec. 1854	5,965	6,113	6,633,248	17,772,791½	9,043,706	16,899,762½	8,672	50,358,180	- -	No account	- -	1,309,659 0
Half-year ended 31st Dec. 1855	6,167	6,217	7,156,419	19,361,803½	10,665,003	18,697,209½	9,344	55,889,779	10,036,009	3,579 808	14,487,265	1,372,611 3
SCOTLAND.												
Half-year ended 31st Dec. 1854	994	1,043	782,080	1,041,605	839,461½	4,027,811	2,199	6,693,156½	- -	No account	- -	118,800 3
Half-year ended 31st Dec. 1855	1,051	1,091	864,475½	957,514½	906,892	4,009,964	2,657½	6,741,503½	1,341,717	652,913	3,533,491	124,321 1
IRELAND.												
Half-year ended 31st Dec. 1854	844	897	485,676	1,536,107	3d Class and Parliamentary. 1,763,776		2,407½	3,787,966½	- -	No account	- -	68,796 3
Half-year ended 31st Dec. 1855	897	988	546,629½	1,656,125½	1,502,196½	441,199	2,552	4,148,702½	358,011	515,089	69,274	78,717 7

COMPARATIVE SUMMARY of TRAFFIC upon all the RAILWAYS in the UNITED KINGDOM, during t

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.					General Merchandise.	Live Stock.	Minerals.	RECEIP
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class and Parliamentary.	Holders of Periodical Tickets.	Total Passengers.				1st Class.
	Miles.	*Miles.*						*Tons.*	*Heads.*	*Tons.*	£ s.
Half-year ended 31st Dec. 1854	7,803	8,053	7,901,004	20,350,503½	32,574,517	13,278½	60,839,303	- -	No account	- -	1,497,255 7
Half-year ended 31st Dec. 1855	8,115	8,296	8,567,524	21,975,443½	13,074,091½ 23,148,372½	14,553½	66,779,985	12,335,827	4,747,810	18,090,030	1,575,649 11

during the Half-year ended the 31st December 1855, and during the corresponding Period in the previous Year.

FROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM				TO REC FR ALL SO OF TR
2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			General Merchandize.	Live Stock.	Minerals.	TOTAL.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
ENGLAND AND WALES.											
1,598,645 5 10½	401,354 12 1½	983,671 1 0½	63,719 14 4½	4,357,040 14 1½	466,032 8 9	4,823,082 2 10½ *6,000 6 4½	- No account -			4,429,366 14 2	9,258,4
1,636,201 5 9½	428,387 16 1	1,070,653 19 0½	69,188 16 0½	4,577,043 0 0½	511,920 11 0	5,088,963 11 0½ *28,280 12 8½	3,240,687 18 7½	176,090 1 1½	1,378,953 3 10½	4,795,731 3 7½	9,912,9
SCOTLAND.											
95,037 14 1	40,934 17 7½	172,205 6 1½	4,828 3 7½	431,806 5 2½	49,479 3 9½	481,235 9 0	- No account -			584,292 6 1	1,065,5
87,285 1 5½	44,683 15 0½	184,108 4 4½	6,641 18 7½	447,040 0 9	52,626 15 10½	499,666 16 7½ *5,287 15 3	356,604 18 0	21,232 14 3	263,748 8 4½	641,586 0 7½	1,146,5
IRELAND.											
107,414 9 10	3d Class and Parliamentary. 106,402 11 2½		4,785 15 1	287,398 19 6½	49,378 15 2	336,777 14 8½ *30 13 4	- No account -			130,285 17 0	467,0
124,204 8 11	73,598 8 3	46,263 15 7	5,823 7 7	328,607 7 9½	62,592 17 3	391,200 5 0½ *207 16 3	126,999 3 2½	26,946 2 3	8,080 16 5	162,626 1 10½	554,0

Half-year ended the 31st December 1855, and during the corresponding Period in the previous Year.

FROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS, LUGGAGE, PARCELS, AND MAILS.	TOTAL RECEIPTS FROM PASSENGERS, HORSES, CARRIAGES, PASSENGER'S LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM				TO REC FR ALL S OF T
2d Class.	3d Class and Parliamentary.		Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			General Merchandize.	Live Stock.	Minerals.	TOTAL.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1,801,097 9 9½	1,704,568 8 1		73,333 18 1	5,076,254 18 10½	564,890 7 8½	5,641,145 6 7½ *6,080 19 8½	- No account -			5,143,944 17 3	10,791,1
1,847,690 16 1½	546,669 19 4½	1,301,025 19 0½	81,654 2 2½	5,352,690 8 7½	627,140 4 1½	5,979,830 12 8½ *33,776 4 2½	3,724,291 19 10	224,268 17 7½	1,651,382 8 8	5,599,943 6 1½	11,613,3

* Excess Fares &c.

ENGLAND AND WALES.

SUPPLEMENT showing the Aggregate Number of Miles Travelled by each Class of Passengers, the Number of Passenger Trains and of Goods Trains respectively, and the Number of Miles Travelled by such Trains, during the Half-year ended the 30th June 1855.

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1855.	Length of Line Open on 31 Dec. 1855.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M.Chs.	*M.Chs.*									
Aberdare	*See* "Taff Vale."										
Ambergate, Nottingham, Boston, and Eastern Junction	*See* "Great Northern."										
Bedford	*See* "London and North-Western."										
Bideford Extension	- -	6 4	7,143	57,289	7,680	- - -	72,112	Mixed 4,560	- -	Mixed 760	—
Birkenhead, Lancashire, and Cheshire Junction	32 70½	32 70½	1,075,557	2,658,658	560,510	1,437,388	5,732,113	130,640	79,488	4,784	2,208
Birmingham, Wolverhampton, and Stour Valley	*See* "London and North-Western."										
Blackburn	*See* "Lancashire and Yorkshire."										
Blyth and Tyne	12 0	12 0	43,140	188,470	612,347	- - -	843,957	14,056	68,654	1,304	5,656
Bristol and Exeter (Including "Exeter and Crediton," and "Somerset Central.")	123 70	123 70	2,860,009	10,859,604	- - -	5,112,981	18,832,594	338,162	91,688	18,637	1,570
Buckinghamshire	*See* "London and North-Western."										
Chester and Holyhead (Including "Mold.")	105 42	105 42	3,225,740	3,935,965	2,061,707	1,446,312	10,669,724	250,752½	168,261	5,946	7,583
Cockermouth and Workington	8 40	8 40	13,725	70,500	- - -	102,620	186,845	14,144	11,690	1,664	1,670
Colchester, Stour Valley, Sudbury, and Halstead	*See* "Eastern Counties."										
Coleford, Monmouth, Usk, and Pontypool	- -	3 75	Not yet open for Traffic.								
Dowlais	1 68	1 68	- - -	- - -	- - -	- - -	- - -	- -	*5,990	- -	†2,995
East Anglian	67 8	67 8	241,495	462,241	720,625	592,595	2,016,956	82,874	29,454	2,964	901
Eastern Counties (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union," and "Newmarket.")	495 3½	495 3½	10,990,764	16,935,450	10,737,951	25,516,839	64,181,004	1,241,851	1,033,861	54,394	15,514
Eastern Union	*See* "Eastern Counties."										
East Grinstead	*See* "London Brighton and South Coast."										
East Lancashire	79 79½	79 79½	1,616,019	3,953,594	46,629	11,531,987	17,148,229	321,689	272,692	10,749	7,380
East Lincolnshire	*See* "Great Northern."										
East Suffolk	13 62	13 62	32,337	73,467	114,921	49,714	270,439	Mixed 16,585	- -	Mixed 1,204	—
Exeter and Crediton	*See* "Bristol and Exeter."										
Furness	21 64	21 64	68,680	207,854	8,690	412,111	697,335	39,700*	14,830	3,950	2,120
Gloucester and Dean Forest	*See* "Great Western."										
Great Northern (Including "East Lincolnshire," and "Ambergate, Nottingham, and Boston and Eastern Junction," and "Horncastle.")	303 36½	310 65½	8,974,560	9,844,937	456,060	16,008,960	35,284,457	1,014,080	1,542,227	6,735	20,618
Great North of England, Clarence, and Hartlepool Junction	*See* "North-Eastern."										
Great Western (Including "Wycombe," "Gloucester and Dean Forest," and "Hereford, Ross, and Gloucester.")	363 44	363 44	15,154,930	32,229,953	- - -	21,193,295	68,578,178	1,390,537	545,154	39,212	9,688
Shrewsbury and Birmingham Section	29 34½	29 34½	546,674	1,615,389	1,713,350	- - -	3,875,413	93,853	85,991	3,564	3,481
Shrewsbury and Chester Section	57 60	57 60	960,334	2,161,449	1,997,351	- - -	5,119,134	168,869	135,606	3,566	3,171
Hartlepool Dock and Railway	*See* "North Eastern."										
Hereford, Ross, and Gloucester	*See* "Great Western."										
Horncastle	*See* "Great Northern."										

* Including mileage travelled by Goods Trains for conveyance of 63,296 tons returned by Company as Iron, Minerals, Materials, &c.
† Including Goods Trains run for conveyance of ditto.

SUPPLEMENT, showing Aggregate Number of Miles Travelled by each Class of Passengers, Number of Trains, &c.—*continued.*

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1855.	Length of Line Open on 31 Dec. 1855.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M. Chs.	*M. Chs.*									
Hull and Holderness	17 40	17 40	130,172	- -	- - -	1,207,116	1,337,288	24,638	5,500	1,366	310
Hull and Selby	*See* "North-Eastern."										
Kendal and Windermere	10 24	10 24	135,324	227,626	- -	112,560	475,510	20,496	3,744	2,562	624
Lancashire and Yorkshire (Including "Blackburn," "Liverpool, Crosby, and Southport," "Manchester and Southport," and portions of "Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole," and "North Union.")	281 9	281 9	6,297,738	11,009,601	- -	32,628,467	49,935,806	941,700	800,418	47,573	36,720
(Preston and Wyre Section)	29 4	29 4	585,272	811,027	- -	2,456,819	3,853,118	48,051	30,468	1,686	1,572
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	90 47	90 47	2,815,886	3,091,356	- -	6,214,421	12,121,663	215,726	342,430	1,702	3,947
Lancaster and Preston Junction	*See* "Lancaster and Carlisle."										
Liverpool, Crosby, and Southport	*See* "Lancashire and Yorkshire."										
Llanelly Railway and Dock	28 20	28 20	9,403	25,771	127,867	- -	163,041	10,764	24,353	624	1,724
Llynvi Valley (This is not a passenger line.)	17 51	17 51	- -	- -	- -	- -	- -	- -	32,448	- -	2,496
London and North-Western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley" and part of the "North Union.")	642 49¾	642 49¾	32,836,478	42,352,248	21,979,434	39,807,027	136,975,187	2,358,815	1,906,634½	58,679	51,975
London and South-Western	264 16	264 16	11,734,294	23,188,739	6,945,027	8,906,158	50,774,218	995,714½	400,111½	58,880	17,277
London, Brighton, and South Coast (Including "East Grinstead," and "Wimbledon and Croydon.")	164 38	176 78	12,971,932	17,144,624	21,494,122	7,554,428	59,165,106	741,201	377,372	40,468	4,281
Londonderry (Seaham to Sunderland)	- -	5 2	9,312	19,326	262,078½	- -	290,716½	10,920	14,976	1,820	2,496
Lowestoft Railway and Harbour	*See* "Eastern Counties."										
Manchester and Southport	*See* "Lancashire and Yorkshire."										
Manchester, Sheffield, and Lincolnshire	169 25½	171 12½	1,131,801	2,763,842	1,858,138	8,743,483	14,497,264	404,958½	412,679½	22,379	11,496
Maryport and Carlisle	28 28	28 28	173,501	570,740	404,626	523,664	1,672,531	38,454	55,224	1,374	2,496
Middlesbro' and Redcar	*See* "Stockton and Darlington."										
Middlesbrough and Guisbrough	*See* "Stockton and Darlington."										
Mold	*See* "Chester and Holyhead."										
Monmouthshire Railway and Canal (Railway Traffic only.)	45 43	45 43	67,267	335,931	- -	1,735,294	2,138,492	48,528	129,048	5,466	14,502
Newcastle-upon-Tyne and Carlisle	78 21	78 21	315,427	953,320	1,762,822	1,723,758	4,755,327	121,474	249,730	3,154	4,312
Newmarket	*See* "Eastern Counties."										
Newport, Abergavenny, and Hereford	33 62	39 18	164,935	606,810	885,090	- -	1,656,835	62,134	44,138	1,504	1,150
Norfolk	*See* "Eastern Counties."										
Northern and Eastern	*See* "Eastern Counties."										
North Devon Railway and Dock	34 66	34 66	162,334	578,170	422,592	- -	1,163,096	Mixed 53,058	- -	Mixed 1,786	—
North-Eastern (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence and Hartlepool Junction.")	704 39	704 79	8,541,420	14,924,347	17,571,006	*23,453,733	*64,490,506	1,363,268	2,517,358	59,464	36,670
North Staffordshire	123 0½	123 0½	940,985	3,053,016	904,677	2,569,046	7,467,724	264,333	185,019	15,797	6,684
North Union	*See* "Lancashire and Yorkshire" and "London and North-Western."										
Oxford, Worcester, and Wolverhampton	93 57	93 57	1,149,602	3,390,274	184,977	3,237,819	7,962,672	197,480	182,038	4,014	3,534
Port Carlisle Dock and Railway	11 10	11 10	11,311	- -	- -	221,946	233,257	Mixed 9,966	- -	Mixed 906	—
Preston and Longridge	6 40	6 40	5,263½	12,552	10,748	250,256½	278,820	10,947	3,815	855	590
Royston and Hitchin	*See* "Eastern Counties."										
St. Helen's Canal and Railway (Railway Traffic only.)	24 68	24 68	215,035	131,647	- -	935,680	1,282,362	54,017	118,567	7,727	14,821
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole	*See* "Lancashire and Yorkshire."										
Shrewsbury and Hereford	50 46	50 46	430,255	1,127,109	301,492	888,605	2,747,521	78,744	67,710	1,554	1,327
Shropshire Union Railway and Canal (Railway Traffic only.)	18 28	18 28	215,184	646,401	- -	407,450	1,269,035	68,152	37,123	2,330	1,270
Somerset Central	*See* "Bristol and Exeter."										
South Devon	56 74	56 74	1,134,385½	3,315,667½	- -	4,655,109½	9,105,162½	143,804½	34,561½	5,182	1,026

* Including 6,683,923 Miles travelled by Excursion Train Passengers.

SUPPLEMENT, showing Aggregate Number of Miles travelled by each Class of Passengers, Number of Trains, &c.—*continued.*

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1855.	Length of Line Open on 31 Dec. 1855.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M. Chs.	*M. Chs.*									
South-Eastern	254 34½	254 71½	17,603,576	23,647,145	19,597,015	8,850,796	69,698,532	948,932	277,929	22,539	2,603
See "London and Greenwich" for separate Return of Traffic, and Mileage, although leased by the "South-Eastern."											
South Staffordshire	25 30	25 62	348,368	976,177	354,794	2,561,968	4,241,307	85,952	81,600	12,907	4,947
Taff Vale (Including "Aberdare.")	42 54	42 54	115,367	272,477	1,364,133	- - -	1,751,977	33,280	102,960	1,040	4,680
Vale of Neath	25 8	25 8	43,791½	203,803½	2,032,471½	- - -	2,280,067	30,389	38,608	1,071	1,251
Warrington and Stockport	10 68	11 71	65,148	- - -	502,084	- - -	567,232	23,342	- -	2,122	- -
Waveney Valley from 1 to 31 Dec.	- -	6 20	2,037	5,472	2,831	2,032	12,372	1,628	13	280	2
Wear Valley	*See* "Stockton and Darlington."										
West Cornwall	27 42	27 42	121,907	291,600	- - -	1,100,539	1,514,046	36,018	17,103	1,316	1,464
West Hartlepool Harbour and Railway	45 0	45 0	84,868	543,549	13,023	638,257	1,279,697	42,984	157,362	3,312	6,210
West London	*See* "London and North-Western."										
Whitehaven and Furness Junction	33 64	33 64	51,471	164,950	180,652	148,410	545,483	38,074	12,850	1,412	1,052
Whitehaven Junction	12 70½	12 70½	59,231	282,391	- - -	374,863	716,485	20,832	13,104	1,736	1,092
Wimbledon and Croydon	*See* "London, Brighton, and South Coast."										
Wycombe	*See* "Great Western."										
TOTAL	2219 40½	5270 25½	146,491,389	241,922,589½	118,199,461	245,314,506¾	751,927,946	14,671,126¾	12,763,081¼	556,020	331,156

The following COMPANIES have not furnished complete RETURNS:

Bodmin and Wadebridge	14 56	14 56	- - -	- - -	- - -	- - -	- - -	896	5,691	64	425
Leeds, Bradford, and Halifax Junction	9 77	9 77	113,798	127,340	2,174,835	683,215	3,099,188	58,500	- -	6,500	—
Liskeard and Caradon (This is not a passenger line.)	8 60	8 60	- - -	- - -	- - -	- - -	- - -	- -	Not known.	- -	Not known.
London and Blackwall	5 17	5 17	- - -	- - -	- - -	- - -	- - -	86,686	- -	21,350	—
London and Greenwich (Leased by the "South Eastern.")	3 60	3 60	- - -	- - -	- - -	49,056	49,056	76,320	- -	20,352	—
London, Tilbury, and Southend Extension (Section of the "London and Blackwall," and "Eastern Counties.")	37 31	37 31	- - -	- - -	- - -	- - -	9,845,775	102,935	5,684	6,055	316
Manchester, Buxton, Matlock, and Midlands Junction (Leased to the "Midland.")	11 42	11 42	85,528	176,019	18,560	187,702	467,809	16,184	5,652	No account.	
Manchester, South Junction, and Altrincham	9 26	9 26	718,429	546,565	- - -	3,028,512	4,293,506	48,322	- -	6,041	—
Midland (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton.")	493 53	493 53	6,061,510	16,000,669	7,369,809	25,880,403	55,312,391	1,253,946	1,718,739	No account.	
North and South Western Junction	3 70	3 70	- - -	- - -	No account	- - -	- - -	19,956	5,712	2,580	1,428
North London	8 34½	8 34½	- - -	Cannot be ascertained			- - -	220,748	42,479	21,654	5,788
North-Western (Leased to the "Midland.")	46 24	46 24	169,905	726,804	- - -	1,111,073	2,007,782	66,677	75,932	o account.	
Saundersfoot Railway and Harbour (This line is a mere tramway, and not open for passengers.)	7 0	7 0	—	—	—	—	—	—	—	—	—
South Wales	156 15	156 15	- - -	- - -	- - -	- - -	12,110,411	291,103	174,390	2,618	5,242
South Yorkshire Railway and River Dun	31 10	31 10	- - -	- - -	- - -	- - -	- - -	47,461	30,484	3,510	1,993
Stockton and Darlington (Including "Middlesbro' and Redcar." "Wear Valley" and "Middlesbrough and Guisbrough.")	99 70	99 70	283,917	2,557,585	409,069	8,482	3,259,053	115,249	Not known.		
TOTAL	947 5½	947 5½	7,433,087	20,134,982	9,972,273	30,948,443	90,444,971	2,404,983	2,064,763	90,724	15,192

SCOTLAND.

SUPPLEMENT showing the Aggregate Number of MILES Travelled by each Class of PASSENGERS, the Number of PASSENGER TRAINS and of GOODS TRAINS respectively, and the Number of MILES Travelled by such Trains during the Half-year ended the 31st December 1855.

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1855.	Length of Line Open on 31 Dec. 1855.	Mileage Travelled by Passengers.					Mileage Travelled by Trains.		Number of Trains.	
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Passenger Trains.	Goods Trains.	Passenger.	Goods.
	M.Chs.	*M. Chs.*									
Aberdeen and "Scottish and Midland Junction (Including "Arbroath and Forfar.")	111 4	115 27½	1,328,418½	1,044,725	1,410,486	2,513,256½	6,296,885½	195,489	215,099	6,834	5,940
Arbroath and Forfar	*See* "Aberdeen" and "Scottish Midland Junction."										
Caledonian and Dumbartonshire Junction	8 3	8 3	180,700¾	102,860½	- - -	517,280½	800,841¼	12,824	6,434½	1,603	757
Clydesdale Junction	*See* "Caledonian."										
Deeside	16 16	16 16	163,100	- - -	- - -	655,116	818,216	17,769	7,085	1,046	417
Drumpeller	*See* "Forth and Clyde Navigation Company."										
Dundee and Arbroath	17 27¼	17 27¼	171,048	368,527	762,535	361,560	1,663,670	50,142	12,156	3,050	640
Dundee and Newtyle	*See* "Dundee and Perth and Aberdeen Junction."										
Dundee and Perth and Aberdeen Junction (Including "Dundee and Newtyle.")	31 13	31 13	251,113	418,537¾	343,299	1,558,837	2,571,786¾	52,227	48,326	3,189	3,063
Edinburgh and Bathgate	*See* "Edinburgh and Glasgow."										
Edinburgh and Glasgow (Including "Edinburgh and Bathgate.")	92 1¾	92 1¾	3,229,092	2,302,473	879,225	8,908,711	15,319,501	226,207	160,687	7,924	5,232
Edinburgh, Perth, and Dundee	72 5½	72 5½	734,999	1,092,761	2,114,685	2,324,651	6,267,096	123,072	182,024	16,362	10,833
Elgin	4 40	4 40	- - -	28,206	- - -	- - -	28,206	5,064	14,532	633	1,211
General Terminus and Glasgow Harbour (This is not a passenger line.)	2 21½	2 21½	- - -	- - -	- - -	- - -	- - -	- -	1,181	- -	2,198
Glasgow and Paisley Joint	*See* "Caledonian" and "Glasgow and South-Western."										
Glasgow, Barrhead, and Neilston Direct	*See* "Caledonian."										
Glasgow, Garnkirk, and Coatbridge	*See* "Caledonian."										
Great North of Scotland	39 35	39 35	367,002	- - -	1,236,610	300,606	1,904,218	48,201	25,673	1,227	657
Inverness and Nairn (From 5th Nov. to 31st Dec.)	- -	15 15	26,897	- - -	- - -	181,680	208,577	Mixed 6,045	- -	Mixed 390	—
Kilmarnock and Troon	*See* "Glasgow and South-Western."										
Lanark Junction	*See* "Caledonian."										
Leven	5 62	5 62	14,579	33,976	57,284	39,323	145,162	Mixed 7,347	- -	Mixed 1,264	—
Morayshire	5 72	5 72	9,162	- - -	175,992	31,132	216,286	Mixed 9,984	- -	Mixed 1,664	—
North British	147 74	147 74	2,127,281	2,560,269	1,554,021	4,406,533	10,648,104	290,406½	213,621¼	15,944	6,591
Peebles	- -	18 62	38,628	75,666	- - -	204,189	318,483	17,248	13,695	1,086	724
St. Andrews	4 45	4 45	27,203	40,037	38,897	71,931	178,068	Mixed 10,470	- -	Mixed 2,200	—
Scottish Central	50 17	50 17	997,560	1,003,291	106,129	2,724,256	4,831,236	95,445	140,310	2,121	3,118
Scottish Midland Junction	*See* "Aberdeen" and "Scottish Midland Junction."										
Stirling and Dunfermline	24 50	24 50	83,986	19,535	355,771	258,315	717,607	29,893½	33,505	2,485	3,532
Wishaw and Coltness	*See* "Caledonian."										
TOTAL	633 7	671 27½	9,750,769¼	9,090,864¼	9,034,934	25,057,376¾	52,933,944¼	1,197,834	1,074,328¾	69,022	44,913

The following COMPANIES have not furnished complete RETURNS:

Caledonian (Including "Glasgow, Barrhead, and Neilston Direct," and a moiety of "Glasgow and Paisley Joint," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," "Wishaw and Coltness," and "Lanark Junction.")	196 64	198 38	6,244,776	1,221,714	- - -	27,152,537	34,619,027	607,286	750,699	Not known.	
Forth and Clyde Navigation (Owners of the Drumpeller Railway. Not open for passengers.)	1 28	1 28	—	—	—	—	—	—	—	—	—
Glasgow and South-Western (Including "Kilmarnock and Troon" and a moiety of "Glasgow and Paisley Joint.")	184 23	184 23	- - -	No account	- - -	255,092	509,095	8,394	5,413		
Monkland	35 72	35 72	12,328	79,662	141,518	- - -	233,508	12,168	No account.	1,560	No account.
TOTAL	418 27	420 1	6,257,104	1,301,376	141,518	27,152,537	34,852,535	874,546	1,259,794	9,954	5,413

IRELAND.

SUPPLEMENT showing the Aggregate Number of MILES Travelled by each Class of Passengers, the Number of PASSENGER TRAINS and of GOODS TRAINS respectively, and the Number of MILES Travelled by such Trains, during the Half-year ended the 31st December 1855.

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1855.	Length of Line Open on 31 Dec. 1855.	Mileage Travelled by Passengers.					Mileage Travelled by Trains.		Number of Trains.	
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Passenger Trains.	Goods Trains.	Passenger.	Goods.
	M. Chs.	*M. Chs.*									
Ballymena, Ballymoney, Coleraine, and Portrush Junction (From 27th Nov. to 31st Dec.)	34 57	34 57	12,883	31,668	24,840	2,400	71,791	5,600	- -	160	—
Belfast and Ballymena	37 74	37 74	363,321	913,981	1,933,686	58,869	3,269,857	76,039	29,820	2,073	790
Belfast and County Down	16 63	16 63	325,749	1,601,468	- - -	- - -	1,927,217	39,104	1,250	5,712	100
Cork and Bandon	19 54	19 54	64,638	352,198	- - -	297,038	713,874	Mixed 28,649	- -	Mixed 1,404	—
Cork, Blackrock, and Passage	6 23	6 23	790,874	776,972	544,793	- - -	2,112,639	32,456	- -	5,193	—
Dublin and Belfast Junction	55 48	55 48	823,422	1,060,085	1,648,492	- - -	3,531,999	82,080	34,944	1,676	624
Dublin and Drogheda	62 17	62 17	894,480	1,451,019	2,758,150	- - -	5,103,649	133,481	7,232	4,842	*502
Dublin and Wicklow	16 22	34 26	177,436	654,652	1,145,737	- - -	1,977,825	62,998	- -	6,628	—
Dundalk and Enniskillen	26 52	36 72	101,580	175,450	590,928	- - -	867,958	Mixed 47,576	- -	Mixed 1,664	—
Great Southern and Western	203 68	205 3	3,358,977	5,685,420	- - -	8,720,960	17,765,357	332,066	146,165	2,412	1,876
Irish South-Eastern	22 48	22 48	119,012	284,666	- - -	308,037	711,715	25,498	7,914	1,010	314
Killarney Junction	40 26	40 26	232,887	230,344	- - -	548,659	1,011,890	28,413	4,182	691	102
Londonderry and Coleraine	36 13	36 13	130,016	182,023	489,426	- - -	801,465	44,083	15,740	994	314
Londonderry and Enniskillen	60 30	60 30	170,181	385,947	1,210,229	- - -	1,766,357	71,940	27,328	1,376	478
Midland Great Western of Ireland	126 36	152 50	1,137,585	2,363,806	3,970,137	1,824,975	9,296,503	179,472	82,647	1,750	913
Newry and Enniskillen	3 43	3 43	15,172	33,145	58,324	8,547	115,188	6,816	1,092	988	312
Newry, Warrenpoint, and Rostrevor	5 60	5 60	93,882	258,177	242,068	- - -	594,127	Mixed 24,318	- -	Mixed 4,053	—
Ulster	35 50	35 50	587,332	1,293,459	1,703,540	300,466	3,884,797	65,225	32,185	2,372	942
Waterford and Kilkenny	29 5	29 5	111,786	341,031	390,999	- - -	843,816	Mixed 31,744	- -	Mixed 1,024	—
Waterford and Limerick	77 6	77 6	355,961	1,088,378	1,075,030	- - -	2,519,369	97,259½	32,073	1,779	491
Waterford and Tramore	7 31	7 31	554,368	331,650	- - -	134,456	1,020,474	Mixed 23,730	- -	Mixed 1,582	—
TOTAL	889 49	979 79	10,421,542	19,495,539	17,786,379	12,204,407	59,907,867	1,438,547½	422,072	49,383	7,758

The following COMPANY has not furnished a complete RETURN:

Dublin and Kingstown	7 60	7 60	- - -	- -	- - -	- - -	- - -	87,580	- -	14,430	—

* Most of the Goods are carried by Passenger Trains.

Board of Trade. JAMES BOOTH.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office

RETURN

SHOWING THE

NUMBER of PASSENGERS conveyed on all the RAILWAYS in ENGLAND and WALES, SCOTLAND and IRELAND, respectively, during the Half Year ended the 30th June 1856, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; the aggregate Number of Miles travelled by each Class of Passengers; the Number of Passenger Trains and of Goods Trains respectively; the Number of Miles travelled by such Trains; and the Length of Railway open at the Commencement and at the Termination of the Half Year; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97.; together with a SUMMARY, comparing the Traffic with that in the corresponding Period in 1855; also a TABLE showing the EXPENDITURE of the several RAILWAY COMPANIES during the same Period, derived from their half-yearly Statements.

Presented to both Houses of Parliament by Command of Her Majesty,
25th *July* 1856.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

ENGLAND AND WALES. - - - - -

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *England* and *Wales* during the Half Y
Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 9

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1855.	Length of Line Open on 30 June 1856.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a Charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	M. Chs.	*M. Chs.*							*Cwt.*	*No.*	*No.*	*No.*					
Aberdare - - -	*See* "Taff Vale"																
Ambergate, Nottingham, and Boston, and Eastern Junction - - -	19 60	19 60	5,824	24,805	- -	37,410½	68,039½	1	- -	29	223	241	100,184	266,583	- -	224,164	590,
Bedale and Leyburn - -	- - -	10 1	250	517	- -	2,016	2,783	- -	- -	6	88	6	2,175	4,811	- -	20,736	27,
Bedford - - -	*See* "London and North-Western."																
Bideford Extension - -	6 4	6 4	5,476	36,756	- -	7,152	49,384	- -	*171	27	53	41	24,165	169,068	- -	35,838	229,
Birkenhead, Lancashire, and Cheshire Junction -	32 70½	32 70½	75,721	184,206	- -	110,623	370,550	99	- -	82	794	684	955,450	2,201,760	- -	1,740,384	4,897,
Birmingham, Wolverhampton, and Stour Valley -	*See* "London and North-Western."																
Blackburn - - -	*See* "Lancashire and Yorkshire."																
Blyth and Tyne - -	12 0	12 0	2,900	48,325	- -	62,485	113,710	5	- -	- -	- -	- -	9,407	28,042	- -	448,568	486,
Bodmin and Wadebridge -	14 56	14 56	326	1,956	- -	- -	2,282	- -	5	1	- -	- -	476	1,490	- -	- -	1,
Bristol and Exeter - - (Including "Exeter and Crediton," and "Somerset Central.")	123 70	123 70	64,863	378,283	- -	119,432	562,578	78	7,338	714	1,764	1,631	2,332,335	8,574,603	- -	4,277,171	15,184,
Buckinghamshire - -	*See* "London and North-Western."																
Chester and Holyhead - (Including "Mold.")	105 42	105 42	45,738½	109,352½	93,510	92,083	340,684	20	- -	- -	- -	- -	2,055,001	3,065,695	1,397,519	1,291,191	7,809,
Cockermouth and Workington	8 40	8 40	2,039	12,350	- -	17,702	32,091	8	- -	- -	- -	- -	10,195	61,750	- -	88,510	160,
Colchester, Stour Valley, Sudbury, and Halstead.	*See* "Eastern Counties."																
Coleford, Monmouth, Usk, and Pontypool - -	3 75	3 75	92	232	1,308	616	2,248	- -	- -	- -	- -	4	368	928	5,232	2,464	8,
Cromford and High Peak -	- -	33 0	- -	38	345	- -	383	- -	- -	- -	- -	- -	- -	951	9,465	- -	10,
Dowlais - - -	1 68	1 68	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
East Anglian - -	67 8	67 8	11,898	25,395	51,029	35,474	123,796	11	- -	99	552	305	216,523	401,590	629,053	479,536	1,726,
Eastern Counties - - (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union," and "Newmarket.")	495 3½	495 3½	422,875	780,141	588,531	1,044,700	2,836,247	444	- -	1,312	5,510	5,271	8,810,678	13,949,077	9,893,012	15,879,414	48,532,
Eastern Union - -	*See* "Eastern Counties."																
East Grinstead - -	*See* "London, Brighton, and South Coast."																
East Lancashire - -	79 79½	79 79½	81,136	380,855	3,418½	747,045½	1,212,455	121	2,838	105	505	2,463	1,219,648	3,299,533½	44,191	8,145,658	12,709,
East Lincolnshire - -	*See* "Great Northern."																
East Suffolk - - -	13 62	13 62	2,082	5,230	10,654	2,432	20,398	- -	- -	43	29	66	19,485	50,280	95,172	21,701	186,
Exeter and Crediton -	*See* "Bristol and Exeter."																
Furness - - -	21 64	21 64	4,952	15,471	693	58,421	79,537	24	- -	- -	- -	- -	39,006	145,910	6,500	420,136	611,
Gloucester and Dean Forest	*See* "Great Western."																
Great Northern - - (Including "East Lincolnshire.")	283 56½	283 56½	190,244	378,033	23,509	405,113	996,899	117	- -	1,129	7,924	4,436	8,460,137	8,716,028	398,572	16,721,925	34,296,
Great North of England, Clarence and Hartlepool Junction.	*See* "North-Eastern."																

Continued on p. 6.

* Exclusive of Parcels.

ENGLAND AND WALES.

nded the 30th June 1856, distinguished in the different Classes, and the Receipts from each Class of Passengers, and from lso, the Length of Railway open at the Commencement and at the Termination of the Half Year.

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.	AVERAGE FARES per Mile.			
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.			1st Class.	2d Class.	3d Class.	Parliamentary Class.
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*				*d.*	*d.*	*d.*	*d.*
2,896	54,921	19,063	- -	- - -	58,125	1,629	7,623	2,370	11,622	2,325	22,663	2	1½	- -	1
222	2,350	4,156	3,467	4,848	8,315	59	- -	- -	59	702	6,980	2·86	1·75	- - Excursion	·84 ·34
Mixed, 1,818	Mixed, 10,908	*3,254	- -	- - -	- -	291	618	36	945	- -	- -	1·69	1·04	- -	·76
5,416	135,649	90,430	88,988	15,914	104,902	6,677	11,648	10,553	28,878	2,319	75,970	2	1¼	- -	1
1,352	14,872	12,710	365,906	- - -	365,906	- -	- -	- -	- -	8,738	67,030	3¼	1¾	- -	¾
129	1,490	6,102	1,542	Iron ore, 1,332 Copper ore, 113 Mundic, 87 Granite, 759	3,833	6	- -	1	7	312	4,522	1⅞	⅝	- - -	- -
18,823	336,195	105,384	- -	- - -	66,319	8,154	54,217	2,138	64,509	1,595	91,303	2·47	1·39	- -	·98
5,713	244,646¾	50,319	97,771	40,453	138,224	18,953	23,671	75,551	118,175	6,646	165,858	2·06	1·21	1·07	1
1,664	14,144	4,871	50,106	- - -	50,106	- -	- -	- -	- -	1,664	14,144	3·55	2	- -	1·25
167	670	316	- -	- - -	- -	- -	- -	- -	- -	138	552	2¼	2	1½	1
10	500	3,194	13,217	30,365	43,582	- -	- -	- -	- -	- -	- -	- -	- -	1	- -
- -	- -	1,718	292	- - -	292	- -	- -	- -	- -	3,261	6,522	- -	- -	- -	- -
2,918	82,823	46,924	20,023	- - -	20,023	12,827	53,268	8,569	74,664	2,018	37,055	2·390	1·701	·987	·981
58,076	1,146,406	500,490	260,202	- - -	260,202	98,721	324,515	79,630	502,866	17,683	1,064,611	2·069	1·462	·699	·894
9,293	306,251	180,660	73,576	76,742	150,318	8,635	37,158	- -	45,793	7,340	235,263	1·30	1·49	1·03	·79
Mixed, 1,914	Mixed, 13,770	5,500	2,632	- - -	2,632	1,172	1,144	231	2,547	- -	- -	2·715	1·910	1·275	·900
3,296	36,007	14,193	7,670	Iron ore, 226,260 Slate, 5,060	238,990	740	733	70	1,543	3,310	20,081	1·79	1·32	1·21	·77
6,678	1,076,997	435,535	- -	- - -	450,596	37,934	213,306	29,992	281,232	21,866	1,341,583	2¼	1½	½	⅜

* Including Minerals.

ENGLAND AND WALES.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *England* and *Wales* during the Half Y
Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c.

NAME OF RAILWAY COMPANY.	RECEIPTS FROM PASSENGERS.						RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCE CARRIAGES, HORSES, AND DOGS.				
	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	TOTAL
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Aberdare	*See* "Taff Vale."										
Ambergate, Nottingham, and Boston, and Eastern Junction	835 2 9	1,667 10 4	- - -	934 10 10½	13 9 6	3,450 13 5½	262 14 1	- - -	*58 11 7½	- - -	321 5
Bedale and Leyburn	25 18 7	35 5 6	- - -	69 6 8	- - -	†130 10 9	9 13 2	- - -	*20 18 6	- - -	30 11
Bedford	*See* "London and North-Western."										
Bideford Extension	170 15 7	723 12 8	- - -	114 0 8	- - -	1,008 8 11	35 11 4	4 15 8	3 16 0	0 8 5	44 11
Birkenhead, Lancashire, and Cheshire Junction	7,892 2 0	14,033 17 1	- - -	6,037 13 8	879 8 6	28,843 1 3	951 16 1	46 1 10	251 13 8	19 10 8	1,269 2
Birmingham, Wolverhampton, and Stour Valley	*See* "London and North-Western."										
Blackburn	*See* "Lancashire and Yorkshire."										
Blyth and Tyne	134 5 1	1,852 19 11	- - -	1,418 8 10	25 0 0	3,430 13 10	- - -	- - -	- - -	- - -	-
Bodmin and Wadebridge	12 12 6	46 6 3	- - -	- - -	- - -	58 18 9	0 2 4	0 2 0	- - -	- - -	0 4
Bristol and Exeter (Including "Exeter and Crediton," and "Somerset Central.")	24,017 13 10	49,873 8 0	- - -	17,472 14 3	576 12 1	91,940 8 2	7,433 3 11	736 7 2	1,379 11 7	79 18 10	9,629 1
Buckinghamshire	*See* "London and North-Western."										
Chester and Holyhead (Including "Mold.")	17,655 13 6	15,483 19 6	6,210 19 7	5,518 12 2	201 11 2	45,070 15 11	3,410 4 1	Included in Passengers' Luggage and Parcels.			3,410 4
Cockermouth and Workington	150 19 2	515 18 4	- - -	463 19 11	21 2 0	1,151 19 5	- - -	- - -	- - -	- - -	-
Colchester, Stour Valley, Sudbury, and Halstead.	*See* "Eastern Counties."										
Coleford, Monmouth, Usk, and Pontypool	5 6 2	10 4 6	29 4 3	9 10 2	- - -	54 5 1	- - -	- - -	- - -	0 1 6	0 1
Cromford and High Peak	- - -	3 5 3	21 2 8	- - -	- - -	24 7 11	- - -	- - -	- - -	- - -	-
Dowlais	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	-
East Anglian	2,157 1 0	2,846 9 0	2,589 12 0	1,961 18 7	66 8 0	9,621 8 7	414 8 11	52 18 3	164 8 9	12 16 9	644 12
Eastern Counties (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury and Halstead," "Eastern Union," and "Newmarket.")	75,963 17 4	85,004 18 5	28,851 3 9	59,209 9 5	6,779 19 3	255,809 8 2	11,324 17 11	1,686 4 7	4,577 3 9	407 17 3	17,996 3
Eastern Union	*See* "Eastern Counties."										
East Grinstead	*See* "London, Brighton, and South Coast."										
East Lancashire	6,640 15 10	20,496 14 7	189 7 1½	27,089 3 2	632 15 11	55,048 16 7½	2,960 3 5½	138 8 9	192 19 4	85 2 9	3,376 14
East Lincolnshire	*See* "Great Northern."										
East Suffolk	220 9 4	400 4 1	505 13 0	81 8 1	- - -	1,207 14 6	53 8 5	10 18 5	4 19 3	1 15 1	71 1
Exeter and Crediton	*See* "Bristol and Exeter."										
Furness	289 14 2	807 17 10	34 19 5	1,367 7 3	33 17 8	2,533 16 4	- - -	- - -	- - -	- - -	-
Gloucester and Dean Forest	*See* "Great Western."										
Great Northern (Including "East Lincolnshire.")	83,677 19 4	63,554 11 9	811 14 8	52,258 4 10	2,000 18 9	202,303 9 4	11,673 18 8	- - -	*10,315 6 3	- - -	21,989 2
Great North of England, Clarence and Hartlepool Junction.	*See* "North-Eastern."										

(Continued from p. 3.)

Continued on p. 8.

* Including Receipts for Conveyance of Carriages and Dogs. † Exclusive of 1*l.* 13*s.* 11*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."

ENGLAND AND WALES.

nded the 30th June 1856, distinguished in the different Classes, and the Receipts from each Class of Passengers, and from lso, the Length of Railway Open at the Commencement and at the Termination of the Half Year—*continued.*

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	Receipts from									Total Receipts from all sources of Traffic.
		General Merchandise.	Minerals.			Live Stock.				Total from General Merchandise, Minerals, and Stock.	
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
48 9 11	3,820 9 1	2,304 8 4	- - -	- - -	3,834 16 3	- - -	- - -	- - -	165 3 5	6,304 8 0	10,124 17 1
- - -	161 2 5	378 19 4	467 15 6	207 12 1	675 7 7	2 5 0	- - -	- - -	2 5 0	1,056 11 11	†1,217 14 4
50 0 0	1,103 0 4	*153 1 4	- - -	- - -	- - -	6 8 2	3 19 1	0 8 0	10 15 3	163 16 7	1,266 16 11
470 4 2	30,582 7 8	19,608 7 9	5,756 10 0	993 15 0	6,750 5 0	- - -	- - -	- - -	818 11 10	26,577 4 7	‡57,159 12 3
12 10 0	3,443 3 10	1,259 6 0	23,386 19 6	- - -	23,386 19 6	- - -	- - -	- - -	- - -	24,646 5 6	28,089 9 4
- - -	59 3 1	562 1 8	161 4 6	137 15 6	299 0 0	0 6 0	- - -	0 1 0	0 7 0	861 8 8	920 11 9
4,535 18 4	106,105 8 0	42,981 9 3	- - -	- - -	10,371 13 5	- - -	- - -	- - -	3,058 1 9	56,411 4 5	162,516 12 5
15,153 5 8	63,634 5 8	13,691 8 10	10,795 10 11	7,500 13 2	18,296 4 1	4,213 3 6	1,192 5 10	7,015 18 2	12,421 7 6	44,409 0 5	108,043 6 1
52 0 0	1,203 19 5	605 17 6	2,493 1 10	- - -	2,493 1 10	- - -	- - -	- - -	- - -	3,098 19 4	4,302 18 9
- - -	54 6 7	22 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	22 16 8	77 3 3
- - -	24 7 11	317 2 8	785 18 8½	837 2 2	1,623 0 10½	- - -	- - -	- - -	- - -	1,940 3 6½	1,964 11 5½
- - -	- - -	205 2 4	3 9 3	- - -	3 9 3	- - -	- - -	- - -	- - -	208 11 7	208 11 7
106 4 2	10,372 5 5	9,284 4 7	2,061 8 8	- - -	2,061 8 8	1,646 13 10	1,133 6 7	101 16 10	2,881 17 3	14,227 10 6	24,599 15 11
9,220 9 9	283,026 1 5	205,762 6 0	31,404 16 6	- - -	31,404 16 6	25,603 7 6	17,068 2 6	1,933 11 1	44,605 1 1	281,772 3 7	564,798 5 0
500 0 0	58,925 10 11	72,518 1 2	5,103 15 3	10,165 7 7	15,269 2 10	1,133 13 2	- - -	- - -	1,133 13 2	88,920 17 2	147,846 8 1
- - -	1,278 15 8	845 9 9	194 9 3	- - -	194 9 3	33 5 4	6 5 5	0 13 9	40 4 6	1,080 3 6	2,358 19 2
- - -	2,533 16 4	1,781 1 1	361 10 0	22,783 1 2	23,144 11 2	34 12 5	3 10 6	4 15 2	42 18 1	24,968 10 4	27,502 6 8
4,384 3 2	228,676 15 5	178,831 15 2	- - -	- - -	129,971 4 7	- - -	- - -	- - -	12,831 12 7	321,634 12 4	550,311 7 9

* Including Minerals. † Exclusive of 1*l.* 13*s.* 11*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
‡ Exclusive of 5,855*l.* 0*s.* 0*d.* returned by Company as "Toll from the 'Great Western'."

RETURN showing the Number of Passengers conveyed on all the Railways in *England* and *Wales* during the Half

NAME OF RAILWAY COMPANY. **Continued from p. 2.**	Length of Line Open on 31 Dec. 1855.	Length of Line Open on 30 June 1856.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a Charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	M.Chs.	*M.Chs.*							*Cwt.*	*No.*	*No.*	*No.*					
Great Western (Including "Wycombe," "Gloucester and Dean Forest," and "Hereford, Ross, and Gloucester.")	363 44	383 21	377,972½	1,310,791½	- -	*788,136	2,476,900	276	- -	2,937	12,701	6,728	14,887,878	28,286,328	- -	†24,731,435	67,905
Shrewsbury and Birmingham Section	29 34½	29 34½	26,358	94,955	- -	74,737	196,050	11	3,042	170	768	628	501,959	1,522,696	- -	1,260,997	3,285
Shrewsbury and Chester Section	57 60	57 60	35,040	115,539	- -	89,141	239,720	12	1,336	199	858	1,008	739,994	2,104,390	- -	1,552,611	4,396
Hartlepool Dock and Railway	*See* "North-Eastern."																
Hereford, Ross, and Gloucester	*See* "Great Western."																
Horncastle	7 29	7 29	1,553½	4,695½	- -	13,281½	19,530½	4	- -	18	77	65	12,026	31,842	- -	97,163	141
Hull and Holderness	17 40	17 40	6,441	- -	- -	60,132	66,573	31	- -	7	23	175	74,925	- -	- -	731,547	806
Hull and Selby	*See* "North-Eastern."																
Kendal and Windermere	10 24	10 24	13,090	20,305	- -	8,487	41,882	68	950	110	160	510	62,742	103,776	- -	71,760	238
Lancashire and Yorkshire (Including "Blackburn," "Manchester and Southport," "Liverpool, Crosby and Southport," and portions of "Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole," and "North Union.")	281 9	281 9	448,656	884,239½	- -	2,467,453	3,800,348½	604	- -	379	1,812	4,277	5,143,748	9,105,542	- -	25,609,525	39,858
Preston and Wyre Section	29 4	29 4	22,871	42,047	- -	56,215	121,133	39	- -	38	217	565	346,398	521,101	- -	1,353,348	2,220
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	90 47	90 47	32,103	49,026	- -	151,413	232,542	- -	- -	240	902	1,415	1,868,788	1,777,472	- -	4,677,428	8,323
Lancaster and Preston Junction.	*See* "Lancaster and Carlisle."																
Leeds, Bradford, and Halifax Junction	9 77	9 77	17,647	17,700	173,512	46,820	255,679	25	- -	- -	- -	- -	93,014	158,761	1,222,073	332,936	1,806
Liskeard and Caradon (This is not a Passenger Line.)	8 60	8 60	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Liverpool, Crosby and Southport.	*See* "Lancashire and Yorkshire."																
Llanelly Railway and Dock	28 20	28 20	857	1,307	9,406 ‡3,330	- -	15,400	41	- -	- -	- -	- -	10,251	19,173	83,823 ‡38,185	- -	151
Llanelly (old Line), worked by Horses	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Total Traffic on and over the Llanelly Railway	- -	- -	857	1,307	13,236	- -	15,400	41	- -	- -	- -	- -	10,251	19,173	122,008	- -	151
Llynvi Valley (This is not a Passenger Line.)	17 51	17 51	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
London and Blackwall	5 17	5 17	232,137	1,185,050½	- -	30,723	1,447,910½	109	- -	- -	- -	- -	- -	- -	- -	- -	-
Traffic over the Blackwall Railway by Eastern Counties	- -	- -	48,789	24,164	- -	266,100	339,053	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
North London	- -	- -	249,647	538,839	- -	676,342	1,464,828	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
London, Tilbury, and Southend Extension	- -	- -	60,567	45,595	- -	205,727	311,889	77	- -	- -	- -	- -	- -	- -	- -	- -	-
London and North-Western	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Total Traffic on and over the London and Blackwall	- -	- -	591,140	1,793,648½	- -	1,178,892	3,563,680½	186	- -	- -	- -	- -	- -	- -	- -	- -	-
London, Tilbury and Southend Extension. Section of the "London and Blackwall" and "Eastern Counties."	37 31	40 61	61,525	70,468	- -	187,024	319,017	80									
Traffic over the Tilbury Line by									4,385	- -	11	64	- -	-	9,616,500	-	9,616
Blackwall	- -	- -	44,242	43,841	- -	108,125	196,208	- -									
Eastern Counties	- -	- -	7,398	11,508	- -	28,698	47,604	- -									
North London	- -	- -	16,794	74,807	- -	- -	91,601	- -									
Total Traffic on and over the London, Tilbury, and Southend Extension	- -	- -	129,959	200,624	- -	323,847	654,430	- -	4,385	- -	11	64	- -	- -	9,616,500	- -	9,616
London and North-Western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley," and Part of the "North Union.")	642 49½	646 33½	596,793½	1,395,730½	495,917	2,076,511½	4,564,952½	1,128	- -	3,222	14,945	7,316	29,480,235	36,619,082	10,502,498	34,943,625	111,57
London and South-Western	264 16	264 16	620,662½	1,432,266½	59,804	§324,566	2,437,299	1,296	11,798½	1,214	6,317	5,445	12,011,114	20,810,005	2,717,011	‖11,599,051	47,137
London, Brighton, and South Coast (Including "East Grinstead" and "Wimbledon and Croydon.")	176 78	176 78	622,896	843,417	1,209,341	217,498	2,893,152	1,508	- -	1,020	5,609	3,925	11,089,584	12,490,246	13,040,660	6,397,670	43,027

Continued on p. 10.

* Including 60,221 Soldiers and 79,933 Excursion Train Passengers. † Including 4,164,008 Miles travelled by Soldiers and 6,130,459 by Excursion Train Passengers.
‡ Market Class. § Including 106,878 Soldiers and Police. ‖ Including 4,417,207 Miles travelled by Soldiers and Police.

ded 30th June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.	AVERAGE FARES per Mile.			
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.			1st Class.	2d Class.	3d Class.	Parliamentary Class.
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*				*d.*	*d.*	*d.*	*d.*
37,752	1,321,819	467,010	129,549	- - -	129,549	27,106	133,677	20,616	181,399	9,568	526,373	Express, 2·625 Ordinary, 2·100	Express, 1·837 Ordinary, 1·575	-	1
3,109	85,645	59,768	19,487	95,358	114,845	9,547	20,408	7,106	37,061	3,051	103,733	1·81	1·31	- -	·97
3,324	159,503	86,108	183,680	86,961	270,641	6,240	8,921	5,234	20,395	4,361	152,860	1·98	1·27	- -	·97
Mixed, 2,342	Mixed, 18,736	3,438	- -	- - -	3,704	1,099	6,071	876	8,046	- -	- -	2½	2	- -	1
1,290	22,908	6,522	4,515½	12,510	17,025½	126	698	348	1,172	319	5,610	2·02	- -	- -	·79
2,036	12,216	10,546	4,881	234	5,115	576	4,920	- -	5,496	356	2,492	3½	2½	- -	1
50,444	904,061	*1,089,507	503,476	- - -	503,476	- -	- -	- -	- -	55,668	837,759	1·82	1·51	- -	·817
1,570	44,745	54,851	43,381	7,379	50,760	2,498	720	1,116	4,334	1,524	30,092	1·69	1·34	- -	·61
2,566	166,186	165,225	22,553	1,362	23,915	55,901	176,562	4,183	236,646	4,186	359,676	2⅝	1⅛	- -	1
6,622	59,598	48,584	- -	9,672	9,672	781	5,610	993	7,384	1,080	9,720	2·22	·89	·72	·62
- -	- -	†613	3,097	9,524	12,621	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
624	11,144	6,253	78,341	10,719	89,060	- -	- -	- -	- -	1,214	21,071	2·18	1·64	1	·55
- -	- -	- - -	102,898	- - -	102,898	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
624	11,144	6,253	181,239	10,719	191,958	- -	- -	- -	- -	1,214	21,071	- -	- -	- -	- -
- -	- -	103,137	63,148	23,422	86,570	- -	- -	- -	- -	2,496	27,421	- -	- -	- -	- -
20,868	78,255	- - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
- -	- -	- - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
- -	- -	- - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
- -	- -	- - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
- -	- -	91,534	- -	- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
20,868	78,255	91,524	- -	- - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5,312	103,779	8,749	- -	- - -	- -	969	9,686	91	10,746	286	10,582	·954	·696	- -	·696
5,312	103,779	8,749	- -	- - -	- -	969	9,686	91	10,746	286	10,582	- -	- -	- -	- -
60,092	2,310,845	1,357,692	- -	- - -	1,135,605	165,989	525,272	188,099	879,360	54,527	2,153,572	2·012	1·358	·745	·984
61,841	988,747	234,913	136,322	- - -	136,322	19,902	94,328	11,025	125,255	19,816	423,803½	1·947	1·305 Soldiers and Police	·346 Officers	·965
														Privates	1·927 ·955
42,972	699,889	147,499	85,518	29,162	114,680	5,109	48,219	3,699	57,027	4,320	224,496	2·05	1·39	·73	·97

* Including Minerals not being Coal.

† Chiefly Timber.

(Continued on p. 8.)

RETURN showing the Number of Passengers conveyed on all the Railways in *England* and *Wales* during the Half Y

NAME OF RAILWAY COMPANY.	RECEIPTS FROM PASSENGERS.						RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCE CARRIAGES, HORSES, AND DOGS.				
Continued from p. 4.	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	TOTAL
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Great Western (Including "Wycombe," "Gloucester and Dean Forest," and "Hereford, Ross, and Gloucester.")	131,558 7 0	173,642 4 10	- - -	*88,580 9 10	1,577 16 2	395,358 17 10	26,293 13 7	8,211 15 5	9,232 12 3	389 10 8	39,077 11
Shrewsbury and Birmingham Section	3,799 19 3	8,366 12 6	- - -	5,121 8 7	134 9 2	17,422 9 6	822 16 7	84 0 9	265 15 1	19 1 9	1,191 14
Shrewsbury and Chester Section	6,107 13 8	11,170 4 1	- - -	6,303 3 11	143 1 9	23,724 3 5	861 16 1	126 0 8	356 2 0	30 2 7	1,374 1
Hartlepool Dock and Railway	*See* "North-Eastern."										
Hereford, Ross, and Gloucester	*See* "Great Western."										
Horncastle	125 4 7	265 12 2	- - -	405 1 4	9 8 0	805 6 1	13 9-10	- - -	12 3 8	- - -	25 13
Hull and Holderness	631 1 10	- - -	- - -	2,417 4 10	76 17 0	†3,125 3 8	159 11 9	2 2 6	5 8 6	4 0 2	171 2
Hull and Selby	*See* "North-Eastern."										
Kendal and Windermere	915 0 1	1,081 19 0	- - -	299 3 7	169 10 0	2,465 12 8	120 10 0	28 14 6	31 4 0	4 5 0	184 13
Lancashire and Yorkshire (Including "Blackburn," "Manchester and Southport," "Liverpool, Crosby and Southport," and portions of "Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole," and "North Union.")	39,120 6 2	57,444 8 10	- - -	87,27 5 7	5,676 4 11	189,519 5 6	10,866 2 1	389 1 11	1,225 14 8	189 13 10	12,670 15
Preston and Wyre Section	2,447 19 1	2,924 14 9	- - -	3,441 6 11	385 13 3	9,199 14 0	682 15 6	17 15 5	54 1 1	15 6 2	769 18
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	18,493 4 3	12,034 19 4	- - -	19,48 6	- - -	50,017 9 1	4,599 17 6	330 15 6	757 12 4	46 2 1	5,734 7
Lancaster and Preston Junction.	*See* "Lancaster and Carlisle."										
Leeds, Bradford, and Halifax Junction.	862 16 11	591 15 4	3,671 14 8	863	105 0 2	6,094 10 9	161 19 9	- - -	‡35 14 1	- - -	197 13
Liskeard and Caradon (This is not a Passenger Line.)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
Liverpool, Crosby and Southport.	*See* "Lancashire and Yorkshire."										
Llanelly Railway and Dock	97 7 6	130 18 9	{ 351 9 5 / §87 12 6 }	- - -	37 5 0	704 13 2	- - -	- - -	- - -	- - -	- -
Llanelly (old Line), worked by Horses	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
Total Traffic on and over the Llanelly Railway	97 7 6	130 18 9	439 1 11	- - -	37 5 0	704 13 2	- - -	- - -	- - -	- - -	- -
Llynvi Valley (This is not a Passenger Line.)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
London and Blackwall	5,061 6 0½	17,733 2 7	- - -	210 7 5	661 10 0	23,666 6 0½	16 19 10	- - -	- - -	- - -	16 19
Traffic over the Blackwall Railway by Eastern Counties	255 13 4	136 16 2	- - -	1,427 15 5	- - -	1,820 4 11	- - -	- - -	- - -	- - -	- -
North London	877 17 6½	1,711 18 8	- - -	2,483 3 10	- - -	5,073 0 0½	- - -	- - -	- - -	- - -	- -
London, Tilbury, and Southend Extension	886 8 10	450 19 3	- - -	2,017 8 1	176 8 6½	3,531 4 8½	- - -	- - -	- - -	- - -	- -
London and North-Western	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
Total Traffic on and over the London and Blackwall	7,081 5 9	20,032 16 8	- - -	6,138 14 9	837 18 6½	34,090 15 8½	16 19 10	- - -	- - -	- - -	16 19
London, Tilbury and Southend Extension Section of the "London and Blackwall" and "Eastern Counties."	2,968 3 10	1,989 12 9	- - -	5,626 6 8	547 0 0	11,131 3 3	126 12 8	- - -	- - -	5 19 7	132 12
Traffic over the Tilbury Line by Blackwall	2,299 2 2	1,303 3 10	- - -	3,773 14 9	- - -	7,376 0 9	- - -	- - -	- - -	- - -	- -
Eastern Counties	389 6 7	344 0 5	- - -	1,012 7 4	- - -	1,745 14 4	- - -	- - -	- - -	- - -	- -
North London	843 13 7	2,307 1 6	- - -	- - -	- - -	3,150 15 1	- - -	- - -	- - -	- - -	- -
Total Traffic on and over the London, Tilbury, and Southend Extension	6,500 6 2	5,943 18 6	- - -	10,412 8 9	547 0 0	23,403 13 5	126 12 8	- - -	- - -	5 19 7	132 12
London and North-Western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley," and Part of the "North Union.")	247,175 4 9½	207,339 12 7½	32,645 4 5	143,353 18 11	6,161 15 9	636,675 16 6	54,938 0 3	4,222 19 5½	15,110 16 3½	677 16 1	74,949 19
London and South-Western	97,449 8 7½	113,234 12 2	3,926 12 4½	‖48,354 17 0	12,520 7 2	¶275,485 17 4	14,964 1 2	1,473 17 4	5,132 11 0	410 8 11	21,980 18
London, Brighton, and South Coast (Including "East Grinstead" and "Wimbledon and Croydon.")	94,835 1 8	72,530 18 10	39,880 8 9	26,073 4 4	14,999 0 10	248,318 14 5	7,583 2 8	987 14 0	3,673 0 7	240 6 6	12,484 3

(Continued from p. 6.)

Continued on p. 12.

* Including 18,268*l.* 15*s.* 8½*d.* Receipts from Soldiers, and 11,076*l.* 8*s.* 5*d.* Receipts from Excursion Passengers. † Exclusive of 11*l.* 15*s.* 5*d.* "Excess Fares," and included in Am of "Excess Fares, &c."

‡ Including Receipts for Conveyance of Carriages and Dogs. § Market Class. ‖ Including 19,477*l.* 7*s.* 10½*d.* Receipts from Soldiers and Police.

¶ Including 729*l.* 4*s.* 10*d.* returned by Company as "due to the London, Brighton, and South Coast Railway Company, by Joint Traffic Arrangement," and exclusive of 324*l.* 0 as "Special Trains," and 801*l.* 10*s.* 4*d.* as "Excess Fares." The two last-mentioned Items are included in Amount of "Excess Fares, &c."

ended 30th June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	Receipts from — General Merchandise.	Minerals. — Coal.	Minerals. — Other Minerals.	Minerals. — Total.	Live Stock. — Cattle.	Live Stock. — Sheep.	Live Stock. — Pigs.	Live Stock. — Total.	Total from General Merchandise, Minerals, and Stock.	Total Receipts from all sources of Traffic.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
9,138 11 6	443,575 1 3	225,777 18 6	Included in General Merchandise.			- - -	- - -	- - -	8,962 1 0	234,739 19 6	*678,315 0 9
- - -	18,614 3 8	22,824 17 8	Included in General Merchandise.			- - -	- - -	- - -	1,082 5 11	23,907 3 7	42,521 7 3
76 17 8	25,175 2 5	46,531 6 7	Included in General Merchandise.			- - -	- - -	- - -	461 7 4	46,992 13 11	72,167 16 4
- - -	830 19 7	477 2 2	- - -	- - -	269 11 3	- - -	- - -	- - -	74 6 5	820 19 10	1,651 19 5
53 10 0	3,349 16 7	677 10 0	274 14 8	726 9 1	1,001 3 9	1 2 6	6 16 4	2 19	10 18 1	1,689 11 10	†5,039 8 5
152 10 0	2,802 16 2	2,047 19 9	271 15 3	13 0 0	284 15 3	9 0 0	15 7 6	- - -	24 7 6	2,357 2 6	5,159 18 8
1,958 12 4	‡204,148 10 4	§311,975 19 1	34,494 15 3	- - -	34,494 15 3	- - -	- - -	- - -	7,761 14 2	354,232 8 6	‡558,380 18 10
117 6 0	10,086 18 2	10,305 8 10	2,466 18 6	461 5 0	2,928 3 6	89 16 2	30 5 0	27 2 4	147 3 6	13,380 15 10	23,467 14 0
7,326 0 1	63,077 16 7	75,078 9 5	3,306 2 10	266 11 5	3,572 14 3	- - -	- - -	- - -	10,121 17 5	88,773 1 1	151,350 17 8
35 7 3	6,327 11 10	3,416 8 5	- - -	325 7 6	325 7 6	- - -	- - -	- - -	62 12 8	3,804 8 7	10,132 0 5
- - -	- - -	90 2 1	606 5 11	1,658 18 0	2,265 3 11	- - -	- - -	- - -	- - -	2,355 6 0	2,355 6 0
19 10 0	724 3 2	754 0 7	4,643 6 3	580 6 0	5,223 12 3	- - -	- - -	- - -	- - -	5,977 12 10	6,701 16 0
- - -	- - -	- - -	1,144 9 4	- - -	1,144 9 4	- - -	- - -	- - -	- - -	1,144 9 4	1,144 9 4
19 10 0	724 3 2	754 0 7	5,787 15 7	580 6 0	6,368 1 7	- - -	- - -	- - -	- - -	7,122 2 2	7,846 5 4
- - -	- - -	1,580 5 4	1,037 14 3	3,904 1 4	4,941 15 7	- - -	- - -	- - -	- - -	6,522 0 11	6,522 0 11
- - -	23,683 5 10½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	23,683 5 10½
- - -	1,820 4 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,820 4 11
- - -	5,073 0 0½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5,073 0 0½
- - -	3,531 4 8½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3,531 4 8½
- - -	- - -	2,175 11 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,175 11 6	2,175 11 6
- - -	34,107 15 6½	2,175 11 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,175 11 6	36,283 7 0½
- - -	11,263 15 6	1,936 0 6	56 15 1	- - -	56 15 1	- - -	- - -	- - -	196 13 2	2,189 8 9	13,453 4 3
- - -	7,376 0 9	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	7,376 0 9
- - -	1,745 14 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,745 14 4
- - -	3,150 15 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3,150 15 1
- - -	23,536 5 8	1,936 0 6	56 15 1	- - -	56 15 1	- - -	- - -	- - -	196 13 2	2,189 8 9	25,725 14 5
30,630 5 10	742,275 14 5	728,347 14 5	- - -	- - -	115,363 9 0	18,167 6 7	12,596 4 3	5,670 6 0	36,433 16 10	830,145 0 3	1,622,420 14 8
7,412 5 4	304,179 1 1	88,376 5 8	13,079 5 11	- - -	13,079 5 11	2,590 2 8	2,898 16 11	321 15 7	5,810 15 2	107,266 6 9	‖411,445 7 10
601 19 0	261,404 17 2	50,627 18 11	11,038 4 1	4,001 13 2	15,039 17 3	847 16 10	953 11 8	115 8 0	1,916 16 6	67,584 12 8	328,989 9 10

* Exclusive of 590*l.* 5*s.* 4*d.* returned by Company as "Receipts for Warehouse Rent and Demurrage."
† Exclusive of 11*l.* 15*s.* 5*d.* "Excess Fares" included in Amount of "Excess Fares, &c."
‡ Exclusive of 2,090*l.* 0*s.* 7*d.* "Tolls from other Companies," and 4,188*l.* 4*s.* 7*d.* "Canal Receipts" and "Rents."
§ Including Receipts for carriage of Minerals not being Coal.
‖ Exclusive of 1,195*l.* 18*s.* 6*d.* returned by Company as "assumed Toll from the South-Eastern Railway Company," and 9,000*l.* "assumed Proportion of Steam Packet Company's Earnings due to the London and South Western Railway Company," and the 2417 0*s.* 0*d.* "Special Trains," and 80*l.* 10*s.* 4*d.* "Passengers' Horses, Vehicles, &c."

RETURN showing the Number of Passengers conveyed on all the Railways in *England* and *Wales* during the Half

NAME OF RAILWAY COMPANY. Continued from p. 6.	Length of Line Open on 31 Dec. 1855.	Length of Line Open on 30 June 1856.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a Charge is made: and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	M. Chs.	*M. Chs.*							*Cwts.*	*No.*	*No.*	*No.*					
Londonderry (Seaham to Sunderland)	5 2	5 2	1,309	2,220	44,710	- -	48,239	2	1,983	- -	- -	41	7,713	12,984	284,418	- -	305,
Lowestoft Railway and Harbour.	*See* "Eastern Counties."																
Manchester and Southport	*See* "Lancashire and Yorkshire."																
Manchester, Buxton, Matlock and Midlands Junction (Leased to the "Midland.")	11 42	11 42	5,498	19,803	195	17,978	43,474	- -	- -	14	42	140	43,328	126,537	1,700	120,991	292,
Manchester, Sheffield, and Lincolnshire	171 12½	171 12½	98,348	218,301	113,311	784,339	1,214,299	131	42,963	206	1,628	8,430	1,059,559	2,526,964	1,788,766	7,381,470	12,756,
Manchester South Junction and Altrincham	9 26	9 26															
Altrincham Branch	- -	- -	124,608	83,482	16,230	374,207	598,527	446	220	- -	- -	539	1,745,579	1,005,830	105,125	4,400,740	7,257,
South Junction Line	- -	- -	2,013	2,569	- -	7,412	11,994	- -	- -	14	260	99	6,039	7,707	- -	22,236	35,
Total Traffic on and over the Manchester South Junction and Altrincham Railway	- -	- -	126,621	86,051	16,230	381,619	610,521	446	220	14	260	638	1,751,618	1,013,537	105,125	4,422,976	7,293,
Maryport and Carlisle	28 28	28 28	4,442	22,083	21,556	29,188	77,269	- -	- -	43	196	372	116,881	429,627	267,630	458,337	1,272,
Middlesbro' and Redcar	*See* "Stockton and Darlington."																
Middlesbrough and Guisborough.	*See* "Stockton and Darlington."																
Midland (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton.")	493 53	493 53	281,381	784,885	550,465	1,728,492	3,345,223	293	- -	1,389	6,889	7,319	5,281,410	13,081,550	5,533,038	19,878,504	43,774,
Mold	*See* "Chester and Holyhead."																
Monmouthshire Railway and Canal (Railway Traffic only.)	45 43	45 43	6,767	32,794	- - -	255,268	294,829	3	- -	40	205	369	61,200	292,977	- -	1,649,717	2,003,
Newcastle-upon-Tyne and Carlisle	78 21	78 21	10,094	62,970	115,037	110,803	298,904	28	- -	26	501	543	204,780	718,612	1,361,413	1,379,095	3,663,
Newmarket	*See* "Eastern Counties."																
Newport, Abergavenny, and Hereford	39 18	39 18	6,117	26,269	- - -	97,131	129,517	1	- -	59	261	297	49,005	205,614	- - -	710,600	965,
Norfolk	*See* "Eastern Counties."																
North and South Western Junction	3 70	3 70	15,666	49,175	- - -	*10,694	75,535	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Northern and Eastern	*See* "Eastern Counties."																
North Devon Railway and Dock	34 66	34 66	9,165	56,531	- -	22,352	88,048	7	422	66	148	269	128,300	587,717	- -	390,288	1,106,
North-Eastern (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction.")	704 79	704 79	268,718	752,831	1,547,355	†601,635	3,168,539	811	- -	1,219	8,916	7,555	5,740,659	10,861,216	16,196,856	‡14,780,301	47,579,
North London	8 34½	8 34½	420,140	1,432,062	- -	763,407	2,615,609	106	- -	- -	1,095	- -	- -	- -	- -	- -	-
North Staffordshire	123 0½	123 0½	62,265½	219,778	107,633	156,936	546,612½	121	- -	212	808	1,647	868,004	2,677,285	820,094	1,852,373	6,217,
North Union	*See* "Lancashire and Yorkshire," and "London and North-Western."																
North-Western (Leased to the "Midland.")	46 24	46 24	8,184	54,623	- - -	52,344	115,151	30	- - -	35	108	429	113,438	522,727	- -	632,025	1,268,
Oxford, Worcester, and Wolverhampton	93 57	98 17	54,567	255,862	63,165	176,572	550,166	37	3,489	365	1,114	1,237	964,452	2,865,752	502,638	2,315,078	6,707,
Port Carlisle Dock and Railway	11 10	11 10	590	- - -	- -	- -	13,639	14,229	- -	- -	- -	- -	- -	- -	- -	6,478	- -	- -	100,205	106
Preston and Longridge	6 40	6 40	589	1,798	1,543	37,029	40,959	27	- -	- -	- -	80	2,840	9,403	8,293	196,433	216
Redruth and Chasewater (This is not a Passenger Line.)	- -	5 40	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Royston and Hitchin	*See* "Eastern Counties."																
St. Helens Canal and Railway (Railway Traffic only.)	24 68	24 68	51,390	44,111	- -	175,220	270,721	108	92	7	14	59	204,797	115,683	- -	754,046	1,074
Saundersfoot Railway and Harbour (This Line is a mere Tramway, and not open for Passengers.)	7 0	7 0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-

Continued on p. 14.

* Soldiers.
† Including 30,985 Excursion Train Passengers.
‡ Including 1,937,917 Miles travelled by Excursion Train Passengers.

ended 30th June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.	AVERAGE FARES per Mile.			
			Coal.	Other Minerals.	TOTAL.	Cattle.	Sheep.	Pigs.	TOTAL.			1st Class.	2d Class.	3d Class.	Parliamentary Class.
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*				*d.*	*d.*	*d.*	*d.*
1,893	11,358	325	102,215		102,215					2,327	13,962	2	1½	1	—
1,490	17,126	35,803			10,470					312	7,170	1·93	1·61	·93	·84
17,726	408,211½	301,493	155,297	Stone, 16,672	171,969	7,728	70,695	11,235	89,658	9,553	405,719	2·284	1·780	1·281	·928
Mixed, 6,068	Mixed, 48,544	1,967	2,079	196	2,266			687	687			1½	1	1	¾
1,932	5,796	111,979	10,652	4,582	15,234	12,260	18,474	10,440	41,174	3,960	11,880	2	1½		1
8,000	54,340	113,946	12,722	4,778	17,500	12,260	18,474	11,127	41,861	3,960	11,880				
1,359	38,048	22,670	101,841	37,691	139,532				4,317	1,950	50,154	2	1½	1½	1
44,747	1,234,654	1,009,041			1,244,308					56,902	1,696,902	2·13	1·48	·92	·92
5,150	57,924	99,616	421,904	379,661	801,565	38	261	202	501	13,330	118,817	2·42	1·43		15/16
3,111	103,983	75,945	176,156	161,644	337,800	7,031	34,517	2,835	44,383	2,340	257,342	2·5	1·8	1·25	1
1,742	53,148	91,931	20,943		20,943	275	471	280	1,026	1,512	59,832	2½	1½		
2,271	17,953	10,587	56,738		56,738	20		482	502	1,570	6,230				
1,667	60,012	13,855	910		910	835	3,024	38	3,897	*52	1,297	2·26	1·29		·94
58,887	1,259,581	941,285	2,637,443	168,191	2,805,634	68,182	256,953	35,479	360,614	47,715	2,402,261	2·33	1·50 Excursion	·81 ·34	·1
22,042	232,424	161,345	119,867		119,867	25,827	104,319	35,188	165,334	4,224	35,417				
15,381	258,717	257,549			184,600	14,786	16,128	17,316	48,230	6,694	172,546	2½	1½	1½	1
3,688	61,739	66,796			12,835					3,952	75,980	2·32	1·33		·89
3,665	187,309	102,849	111,271	Salt, 31,248 Iron ore, 46,539	189,058	2,694	27,466	4,559	34,719	3,146	162,095	2¼	1½	1½	1
Mixed, 720	Mixed, 8,011	13,872	10,106	Lime, 1,329	11,435							1 68/100			24/25
1,751	11,381		3,646	Stone, 8,934	12,580	169	34		203	1,590	63,540	2	1½	1	1
		2,014	17,415	22,386	39,801					806	8,800				
7,410	51,348	118,055	222,160		222,160	11	80	781	872	13,817	106,601	1½	1½		1
			14,479½		14,479½										

(Continued on p. 12.)

* Returned by Company as "Special Goods Trains." In all other cases Goods were conveyed by Passenger Trains.

RETURN showing the Number of Passengers conveyed on all the Railways in *England* and *Wales* during the Half Ye

NAME OF RAILWAY COMPANY. Continued from p. 8.	RECEIPTS FROM PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCE CARRIAGES, HORSES, AND DOGS. Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	TOTA
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Londonderry (Seaham to Sunderland)	61 7 6	76 10 3	1,101 15 2	- - -	10 0 0	1,249 12 11	24 15 9	- - -	- - -	0 13 2	25 8
Lowestoft Railway and Harbour	*See* "Eastern Counties."										
Manchester and Southport	*See* "Lancashire and Yorkshire."										
Manchester, Buxton, Matlock and Midlands Junction (Leased to the "Midland.")	348 7 2	851 18 0	6 12 11	423 11 9	- - -	1,630 9 10	100 17 10	8 12 3	8 17 6	4 1 2	122 8
Manchester, Sheffield, and Lincolnshire	10,083 9 4	18,741 13 9	9,547 10 9	28,541 13 9	1,712 3 8	68,626 11 3	6,014 16 11	168 17 3	864 19 6	354 11 2	7,403 4
Manchester South Junction and Altrincham											
Altrincham Branch	4,207 19 7	2,025 14 1	600 14 1	6,497 18 11	2,922 15 0	16,255 1 8	470 14 7	- - -	- - -	13 9 6	484 4
South Junction Line	60 7 11	46 15 6	- - -	122 15 10	- - -	229 19 3	15 9 0	1 18 0	12 19 3	2 9 6	32 15
Total Traffic on and over the Manchester South Junction and Altrincham	4,268 7 6	2,072 9 7	600 14 1	6,620 14 9	2,922 15 0	16,485 0 11	486 3 7	1 18 0	12 19 3	15 19 0	516 19
Maryport and Carlisle	974 0 2½	2,685 3 5	1,393 18 1½	1,909 14 9	- - -	6,962 16 6	296 2 10	24 8 6	62 13 9	19 7 2	402 12
Middlesbro' and Redcar	*See* "Stockton and Darlington."										
Middlesbrough and Guisbrough	*See* "Stockton and Darlington."										
Midland (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton.")	46,898 3 5	80,765 1 5	21,312 1 11	76,259 16 7	1,963 5 8	227,198 9 0	17,223 2 1	1,488 0 0	4,713 5 9	480 11 1	23,904 18
Mold	*See* "Chester and Holyhead."										
Monmouthshire Railway and Canal (Railway Traffic only.)	617 2 1	1,745 13 2	- - -	6,444 4 2	10 1 0	8,817 0 5	359 14 0	3 6 0	16 2 4	9 5 6	388 7
Newcastle-upon-Tyne and Carlisle	2,133 2 6	5,389 11 9	7,090 13 11	5,746 4 7	281 16 0	20,641 8 9	1,086 3 3	39 16 0	210 4 0	28 10 3	1,364 13
Newmarket	*See* "Eastern Counties."										
Newport, Abergavenny, and Hereford	1,014 10 6	2,580 17 1	- - -	4,064 19 10	21 15 0	7,682 2 5	263 0 7	184 3 5	48 3 2	11 7 1	506 14
Norfolk	*See* "Eastern Counties."										
North and South Western Junction	667 19 10	1,681 5 11	- - -	*104 13 3	- - -	2,453 19 0	- - -	- - -	- - -	- - -	- -
Northern and Eastern	*See* "Eastern Counties."										
North Devon Railway and Dock	1,213 1 11	3,175 5 2	- - -	1,535 10 7	90 11 2	6,014 8 10	397 5 4	44 18 1	53 15 6	6 11 1	502 10
North Eastern (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction.")	55,872 6 1	68,295 12 2	55,249 11 5	†56,255 6 4	5,527 3 4	‡241,199 19 4	21,133 16 2	- - -	6,998 15 4	- - -	28,132 11
North London	9,703 2 11	21,205 12 7	- - -	11,617 13 11	590 12 6	43,117 1 11	- - -	- - -	16 7 0	- - -	16 7
North Staffordshire	7,685 9 2	16,733 0 8	4,271 6 6½	7,718 4 5	467 5 2½	36,875 6 0	1,471 4 11	140 0 3	614 4 1	67 0 9	2,292 10
North Union	*See* "Lancashire and Yorkshire," and "London and North-Western."										
North-Western (Leased to the "Midland.")	1,096 4 3	2,901 12 6	- - -	2,339 17 7	56 0 0	6,393 14 4	330 19 6	39 16 10	58 14 10	27 19 3	457 10
Oxford, Worcester, and Wolverhampton	9,041 14 9	17,910 19 0	2,637 7 4	9,646 3 2	297 0 0	39,533 4 3	1,811 13 8	207 17 1	537 15 4	61 16 8	2,619
Port Carlisle Dock and Railway	43 18 7	- - -	- - -	401 7 7	- - -	445 6 2	34 1 4	- - -	- - -	- - -	34
Preston and Longridge	25 12 0	57 16 1	41 7 1½	791 13 2	22 5 9	938 14 1½	- - -	- - -	- - -	0 18 4	0 18
Redruth and Chasewater (This is not a Passenger Line.)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
Royston and Hitchin	*See* "Eastern Counties."										
St. Helens Canal and Railway (Railway Traffic only.)	1,279 19 8	602 10 4	- - -	3,141 17 2	164 3 7	5,188 10 9	226 14 6	0 14 0	1 1 0	0 9 10	228 1
Saundersfoot Railway and Harbour (This Line is a mere Tramway, and not open for Passengers.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -

(Continued from p. 11.)

Continued on p. 16.

* Soldiers.
† Including 2,745*l.* 7*s.* 8*d.* Receipts for Excursion Train Passengers.
‡ Exclusive of 1,098*l.* 2*s.* 8*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."

ended 30th June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	Receipts from — General Merchandise.	Minerals. — Coal.	Minerals. — Other Minerals.	Minerals. — Total.	Live Stock. — Cattle.	Live Stock. — Sheep.	Live Stock. — Pigs.	Live Stock. — Total.	Total from General Merchandise, Minerals, and Stock.	Total Receipts from all sources of Traffic.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
35 0 0	1,310 1 10	21 3 10	2,250 0 6	- - -	2,250 0 6	- - -	- - -	- - -	- - -	2,271 4 4	3,581 6 2
- - -	1,752 18 7	2,680 7 3	- - -	- - -	738 19 2	- - -	- - -	- - -	6 3 6	3,425 9 11	5,178 8 6
1,148 0 9	77,177 16 10	110,563 16 2	22,058 9 0	1,986 3 11	24,044 12 11	1,004 6 0	2,432 8 4	235 8 7	3,672 2 11	138,280 12 0	215,458 8 10
10 0 0	16,749 5 9	173 17 0	97 14 2	6 6 3	104 0 5	- - -	- - -	5 14 9	5 14 9	283 12 2	17,032 17 11
- - -	262 15 0	2,322 1 3	137 13 8	70 10 6	208 4 2	49 0 3	49 0 3	49 0 2	147 0 8	2,677 6 1	2,940 1 1
10 0 0	17,012 0 9	2,495 18 3	235 7 10	76 16 9	312 4 7	49 0 3	49 0 3	54 14 11	152 15 5	2,960 18 3	19,972 19 0
420 1 4	7,785 10 1	5,289 17 1	7,638 2 6	2,819 6 10	10,457 9 4	- - -	- - -	- - -	102 18 0	15,850 4 5	*23,635 14 6
11,686 3 7	262,789 11 6	337,359 1 0	- - -	- - -	155,789 11 6	- - -	- - -	- - -	10,259 5 5	503,407 17 11	766,197 9 5
- - -	9,205 8 3	13,229 1 0	13,194 0 4	Iron, 12,831 1 8; Iron ore and Cinder, 6,170 7 4	32,195 9 4	1 4 0	1 16 1	1 10 0	4 10 1	45,429 0 5	54,634 8 8
500 0 0	22,506 2 3	21,893 4 10	16,780 3 0	18,403 8 8	35,183 11 8	750 2 0	1,106 0 11	89 1 3	1,945 4 2	59,022 0 8	81,528 2 11
- - -	8,188 16 8	11,632 0 6	4,415 14 5	- - -	4,415 14 5	73 19 4	17 10 4	12 10 6	104 0 2	16,151 15 1	24,340 11 9
- - -	2,453 19 0	658 15 10	1,418 9 1	- - -	1,418 9 1	- - -	- - -	- - -	2 13 9	2,079 18 8	4,533 17 8
536 5 0	7,053 3 10	2,782 19 4	104 0 0	- - -	104 0 0	118 15 10	70 12 8	0 17 4	190 5 10	3,077 5 2	10,130 9 0
13,889 1 10	283,221 12 8	245,461 17 6	- - -	- - -	249,169 5 3	- - -	- - -	- - -	27,473 19 10	522,105 2 7	†805,326 15 3
- - -	43,133 8 11	15,403 0 0	5,092 0 0	- - -	5,092 0 0	269 9 0	161 15 0	109 9 0	540 13 0	21,035 13 0	64,169 1 11
97 10 0	39,265 6 0	50,769 3 5	- - -	- - -	17,347 0 7	- - -	- - -	- - -	1,405 16 5	69,522 0 5	108,787 6 5
125 0 0	6,976 4 9	12,519 1 8	- - -	- - -	1,585 12 10	- - -	- - -	- - -	654 3 0	14,758 17 6	21,735 2 3
- - -	42,152 7 0	31,349 10 2	13,216 5 8	Salt, 2,636 8 9; Iron ore, 1,947 10 8	17,800 5 1	214 18 9	328 9 6	54 5 10	597 14 1	49,747 9 4	91,899 16 4
- - -	479 7 6	940 7 1	451 17 2	44 6 0	496 3 2	- - -	- - -	- - -	- - -	1,436 10 3	1,915 17 9
- - -	939 12 5½	112 14 3	239 17 0	495 6 9	735 3 9	3 9 1	0 11 6	- - -	4 0 7	851 18 7	1,791 11 0½
- - -	- - -	280 12 3	2,094 19 0	3,319 12 6	5,414 11 6	- - -	- - -	- - -	- - -	5,695 3 9	5,695 3 9
37 10 0	5,455 0 1	10,342 4 6	10,986 10 1	- - -	10,986 10 1	0 2 0	0 6 0	2 16 0	3 4 0	21,331 18 7	26,786 18 8
- - -	- - -	- - -	173 8 1	- - -	173 8 1	- - -	- - -	- - -	- - -	173 8 1	173 8 1

* Exclusive of 291*l.* 14*s.* 8*d.* returned by Company as "Rents, Transfer Fees, &c."
† Exclusive of 1,098*l.* 2*s.* 8*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."

RETURN showing the Number of Passengers conveyed on all the Railways in *England* and *Wales* during the Half Y

NAME OF RAILWAY COMPANY. **Continued from p. 10.**	Length of Line Open on 31 Dec. 1855.	Length of Line Open on 30 June 1856.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a Charge is made; and Parcels,	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	M. Chs.	*M. Chs.*															
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole.	*See* "Lancashire and Yorkshire."																
Shrewsbury and Hereford	50 46	50 46	10,255	48,794	18,626	44,901	122,576	4	- -	56	321	359	227,113	732,698	282,324	663,163	1,905,
Shropshire Union Railway and Canal (Railway Traffic only.)	18 28	18 28	8,508	35,206½	- -	35,500½	79,215	- -	27,514	326	524	479	181,904	560,468	- -	433,830	1,176,
Somerset Central	*See* "Bristol and Exeter."																
South Devon	56 74	56 74	46,083	172,223	- -	194,964	413,270	31	219	224	479	782	957,523¾	2,631,362½	- -	4,065,743½	7,654,
South Eastern	254 71½	266 31½	493,223	962,095	1,210,791	321,848	2,987,957	1,171	- -	847	7,050	4,241	12,578,649	17,970,440	12,175,994	8,245,545	50,970,
London and Greenwich Branch	3 60	3 60	149,941	325,238	778,709	20,385	1,274,273	175	- -	- -	- -	607	584,801	1,242,478	2,725,559	73,925	4,626,
Total Traffic on and over the South-Eastern	258 51½	270 11½	643,164	1,287,333	1,989,500	342,233	4,262,230	1,346	- -	847	7,050	4,848	13,163,450	19,212,918	14,901,553	8,319,470	55,597,
South Staffordshire	25 62	25 62	45,577	121,301	113,453	255,842	536,173	- -	- -	70	230	578	341,827	897,627	359,268	2,238,617	3,837,
South Wales	156 15	165 32	33,688	136,018	5,748*	387,467	562,921	- -	- -	259	790	1,139	- -	- -	- -	- -	-
South Yorkshire	31 10	41 50															
Sheffield and Doncaster Line	- -	- -	311	520	- -	5,137½	5,968½	- -	- -	- -	- -	- -	5,900	10,464	- -	80,472	96,
Barnsley and Doncaster Line	- -	- -	1,312	2,653½	29,699	16,219½	49,884	- -	- -	17	4	46	16,375	27,984	223,465	95,210	362,
Barnsley and Sheffield Line	- -	- -	547½	1,130½	12,484	16,143	30,305	- -	- -	- -	- -	3	8,889	17,456	173,335	161,893	361,
Doncaster and Swinton Line	- -	- -	2,503	10,717	19,454½	17,159½	49,834	- -	- -	12	113	157	22,191	92,103	137,182	119,973	371,
Total Traffic on and over the South Yorkshire	- -	- -	4,673½	15,021	61,637½	54,659½	135,991½	- -	- -	29	117	206	53,305	147,957	533,982	457,548	1,192,
Staines, Wokingham, and Woking	- -	17 22	8,342½	12,022½	- -	1,093½	21,458½	9	7	- -	- -	3	77,829	106,725	- -	‡9,433	193,
Stockton and Darlington (Including "Middlesbro' and Redcar," "Wear Valley," and "Middlesbrough and Guisbrough.")	99 70	99 70	33,673	222,300	34,013	314	290,300	- -	- -	75	137	- -	353,111	1,892,314	428,070	3,724	2,677,
Swansea Vale	- -	6 60	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Taff Vale (Including "Aberdare.")	42 54	42 54	7,518	26,137	- -	131,238	164,893	12	- -	- -	- -	- -	108,149	251,755	- -	1,375,033	1,734,
Vale of Neath	25 8	25 8	3,373	16,195	- -	157,729	177,797	- -	- -	27	15	161	42,741½	170,561	- -	1,424,734½	1,638,
Warrington and Stockport	11 71	11 71	10,262	- -	- -	72,841	83,103	33	- -	- -	- -	- -	76,741½	- -	- -	503,907½	580,
Waveney Valley	6 20	6 20	1,656	4,993	3,354	2,380	12,383	- -	- -	4	14	25	11,136	30,553	18,608	13,184	73,
Wear Valley	*See* "Stockton and Darlington."																
West Cornwall	27 42	27 42	6,351	19,912	- -	107,772	134,035	7	- -	- -	14	- -	98,691	231,360	- -	918,766	1,248,
West Hartlepool Harbour and Railway	45 0	45 0	8,233	51,251	2,145	46,162	107,791	44	79	26	16	89	94,727	477,882	27,096	638,182	1,237,
West London	*See* "London and North-Western."																
Whitehaven and Furness Junction	33 64	33 64	2,938	12,178	13,015	9,768	37,899	26	- -	18	27	152	- -	- -	- -	- -	-
Whitehaven Junction	12 70½	12 70½	5,957	39,034	46,639	- -	91,630	55	- -	25	125	265	- -	- -	- -	- -	-
Wimbledon and Croydon	*See* "London, Brighton, and South Coast."																
Wycombe	*See* "Great Western."																
TOTAL (ENGLAND & WALES)	6,217 30½	6,332 41½	5,771,060	16,935,303½	7,594,138	17,879,345½	49,179,847	9,875	108,851½	18,782	93,886	85,770	132,970,599½	217,910,884	93,189,343	241,244,271	685,315,

* Soldiers. † Including 467 Police. ‡ Including 4,640 Miles travelled by Police.

ded 30th June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.	AVERAGE FARES per Mile.			
			Coal.	Other Minerals.	TOTAL.	Cattle.	Sheep.	Pigs.	TOTAL.			1st Class.	2d Class.	3d Class.	Parliamentary Class.
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*	*No.*			*d.*	*d.*	*d.*	*d.*
1,316	67,025	43,934	41,071	7,002	48,073	6,251	8,685	1,117	16,053	1,891	85,205	2·500	1·750	1·250	·875
2,085	62,495	41,353	23,624	14,542	38,166	12,855	10,432	7,022	30,309	1,300	37,932	1·85	1·28	- -	·90
5,145	145,445¾	37,941	- - -	- - -	19,476	1,514	2,735	15	4,264	1,012	34,056¾	2·312	1·473	- -	·895
37,618	838,109	210,228	48,321	- - -	48,321	13,492	58,568	890	72,950	3,710	287,317	1·99	1·22	·60	·91
19,866	79,464	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1·70	1·28	1·04	·73
57,484	917,573	210,228	48,321	- - -	48,321	13,492	58,568	890	72,950	3,710	287,317	- -	- -	- -	- -
10,697	87,127	84,909	80,812	110,678	191,490	583	1,371	373	2,327	5,175	86,639	1¾	1¼	1½	⅞
2,670	288,673	256,766	- -	- - -	407,860	4,143	13,519	4,293	21,955	5,856	188,848	Exp. 2·625 Exp. Ret. 4·53 Ord. 2·100 Ord. Ret. 3·63	Exp. 1·837 Exp. Ret. 3·18 Ord. 1·575 Ord. Ret. 2·73	1	1
3,262	47,494	- - -	- - -	- - -	- - -	- -	- -	- -	- -	2,480	34,402	2	1½	1	1
-	- -	19,158	- -	- - -	- -	2	319	125	446	- -	- -	2	1½	1	1
-	- -	7,697	17,503	- - -	17,503	16	- -	- -	16	- -	- -	2	1½	1	1
-	- -	14,083	255,255	- - -	255,255	443	950	1,105	2,498	- -	- -	2	1½	1	1
3,262	47,494	40,938	272,758	- - -	272,758	461	1,269	1,230	2,960	2,480	34,402	- -	- -	- -	- -
415	4,150	- - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	2·480	1·825	- -	1·000
-	110,937	259,400	830,869	Lime and Limestone, 145,382 Iron Stone, 414,680	1,390,931	2,336	1,770	1,694	5,800	- -	- -	1·65	1·25	·58	·89
-	- -	- - -	117,614	Limestone, 302	117,916	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
10	16,770	59,194	610,822	131,551	742,373	- -	- -	- -	- -	27	87,689	2	1½	- -	1
1,066	29,848	41,880	166,974	Iron ore, 29,492 Limestone, &c. 15,635	212,101	60	379	186	625	1,337	41,501	2·04	1·31	- -	·94
2,314	24,869	- - -	1,466	- - -	1,466	- -	- -	- -	- -	- -	- -	2	- -	- -	1
Mixed, 1,932	Mixed, 12,118	2,266	2,038	- - -	2,038	405	53	149	607	- -	- -	2·220	1·620	1·078	·973
1,050	29,887½	10,930	17,721	27,835	45,556	349	1,092	186	1,627	1,248	19,503¾	2	1½	- -	1
3,598	44,458	83,142	644,437	73,560	717,997	1,641	5,424	1,982	9,047	6,442	163,537	1·813	1·433	·796	·76
1,404	38,220	- - -	- -	- - -	- -	- -	- -	- -	- -	352	12,320	- -	- -	- -	- -
1,716	20,592	- - -	- -	- - -	- -	- -	- -	- -	- -	1,756	21,072	- -	- -	- -	- -
721,113	16,541,625	10,032,626	9,512,777	2,537,968	15,644,643	675,587	2,400,712	591,186	3,671,802	451,027	14,890,071¼	- -	- -	- -	- -

(Continued on p. 16.)

RETURN showing the Number of Passengers conveyed on all the Railways in *England* and *Wales* during the Half Y

NAME OF RAILWAY COMPANY. **Continued from p. 12.**	RECEIPTS FROM PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCE CARRIAGES, HORSES, AND DOGS. Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	TOTAL
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole.	*See* "Lancashire and Yorkshire."										
Shrewsbury and Hereford	2,365 15 4½	5,342 12 0	1,470 8 9	3,157 18 5	32 2 0	12,368 16 6½	649 0 1	47 6 3½	230 3 1½	12 18 0½	939 7
Shropshire Union Railway and Canal (Railway Traffic only.)	1,403 6 8½	2,999 3 0½	- - -	1,635 19 9	- - -	6,038 9 6	579 4 7½	115 19 5½	184 9 0	12 3 7½	891 16
Somerset Central	*See* "Bristol and Exeter."										
South Devon	9,120 11 3	16,159 12 4	- - -	15,159 12 3	103 15 8	40,543 11 6	3,958 15 3	196 8 2	321 8 7	28 9 0	4,505 1
South-Eastern	104,640 15 2	95,555 18 2	30,890 8 2	31,428 18 9	15,313 0 5	277,829 0 8	13,334 0 0	1,097 11 10	4,700 2 9	362 7 0	19,494 1
London and Greenwich Branch	4,154 19 5	6,677 12 0	11,850 19 11	226 17 7	1,270 5 0	24,180 13 11	174 15 3	- - -	- - -	5 1 2	179 16
Total Traffic on and over the South-Eastern	108,795 14 7	102,233 10 2	42,741 8 1	31,655 16 4	16,583 5 5	302,009 14 7	13,508 15 3	1,097 11 10	4,700 2 9	367 8 2	19,673 18
South Staffordshire	2,454 5 1	4,690 5 6	1,840 4 11	8,189 18 10	- - -	17,174 14 4	703 4 4	27 3 2	61 16 3	16 17 3	809 1
South Wales	10,337 10 6	16,857 13 11	*1,834 3 0½	25,257 19 4	- - -	†54,287 6 9½	373 16 2	226 14 8	744 3 3½	49 5 7	1,393 19
South Yorkshire											
Sheffield and Doncaster Line	35 18 9½	53 9 3	- - -	280 12 11½	- - -	370 1 0	9 18 1	- - -	- - -	- - -	9 19
Barnsley and Doncaster Line	136 9 3	174 11 9	931 2 1½	396 14 2½	- - -	1,638 17 3½	88 7 8	3 4 8	1 5 0	1 3 4	94
Barnsley and Sheffield Line	52 15 9½	79 3 1	507 12 6	410 11 7½	- - -	1,050 3 0½	50 19 5	- - -	- - -	- - -	50 19
Doncaster and Swinton Line	184 18 6	575 12 10½	571 11 10	499 16 11½	- - -	1,832 0 2	36 8 1	2 18 0	14 8 0	3 19 3	57 13
Total Traffic on and over the South Yorkshire	410 2 4	882 16 11½	2,010 6 5½	1,587 15 9	- - -	4,891 1 6	185 13 3	6 2 8	15 13 0	5 2 7	212 11
Staines, Wokingham, and Woking	804 5 1½	811 15 9½	- - -	‡39 6 1	26 8 4	§1,681 15 4	10 3 11½	- - -	- - -	0 0 10	10
Stockton and Darlington (Including "Middlesbro' and Redcar," "Wear Valley," and "Middlesbrough and Guisbrough.")	2,429 0 2½	9,885 5 7	1,030 8 8½	13 14 4	- - -	13,358 8 10	786 17 0	32 16 9	52 14 7	- - -	872
Swansea Vale	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
Taff Vale (Including "Aberdare")	852 18 11	1,608 7 0	- - -	5,830 17 1	204 17 6	8,547 0 6	- - -	- - -	- - -	- - -	- -
Vale of Neath	364 3 11	930 19 5	- - -	5,584 2 9	- - -	6,879 6 1	258 4 1	11 13 7	6 18 11	4 18 9	281 15
Warrington and Stockport	639 10 2½	- - -	- - -	2,099 12 3½	137 12 0	2,876 14 6	- - -	- - -	- - -	- - -	- -
Waveney Valley	103 0 6	206 5 3	83 13 1	53 8 8	- - -	446 7 6	23 18 2	0 13 8	1 7 11	0 7 8	26
Wear Valley	*See* "Stockton and Darlington."										
West Cornwall	822 8 7	1,446 5 4	- - -	3,828 3 10	43 3 8	6,140 1 5	412 10 5	- - -	5 10 0	- - -	418
West Hartlepool Harbour and Railway	715 19 3	2,854 14 0	89 19 6	2,020 18 10	148 11 6	5,830 3 1	4 12 2	10 2 6	5 8 6	2 4 6	22
West London	*See* "London and North-Western."										
Whitehaven and Furness Junction	346 17 11	1,114 5 9	864 12 6	512 7 8	42 14 2	2,880 18 0	263 7 11	12 15 8	6 13 3	6 0 3	288 1
Whitehaven Junction	364 0 1	1,895 16 1	1,401 8 9	- - -	97 8 0	3,758 12 11	104 14 10	8 7 6	19 0 9	6 12 6	138 1
Wimbledon and Croydon	*See* "London, Brighton, and South Coast."										
Wycombe	*See* "Great Western."										
TOTAL (ENGLAND & WALES)	1,172,408 3 5½	1,361,484 12 4½	276,426 11 7½	952,779 5 7	86,169 6 8	3,849,267 19 8½	233,124 19 4½	17,696 17 8½	73,435 12 6	4,191 14 10½	328,449

(Continued from p. 15.)

* Receipts from Soldiers.
† Exclusive of 149*l.* 9*s.* 9*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
‡ Including 19*l.* 6*s.* 8*d.* Receipts from Police.
§ Exclusive of 13*l.* 1*s.* 9*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."

ded 30th June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	Receipts from — General Merchandise.	Minerals. — Coal.	Minerals. — Other Minerals.	Minerals. — Total.	Live Stock. — Cattle.	Live Stock. — Sheep.	Live Stock. — Pigs.	Live Stock. — Total.	Total from General Merchandise, Minerals, and Stock.	Total Receipts from all Sources of Traffic.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
500 0 0	13,308 4 1½	12,235 13 9	4,507 6 8	860 13 8	5,368 0 4	391 1 8	159 8 3	25 12 1	576 2 0	18,179 16 1	31,988 0 2½
1,034 3 9	7,964 9 11½	8,812 0 5	1,727 15 8	1,193 15 9	2,921 11 5	688 1 11½	141 13 4	167 8 6	997 3 9½	12,730 15 7½	20,695 5 7
3,594 2 5	48,642 14 11	11,552 15 1	- - -	- - -	1,766 14 3	- - -	- - -	- - -	238 14 2	13,558 3 6	62,200 18 5
8,683 0 10	306,006 3 1	88,310 2 2	9,271 4 4	3,440 17 7	*12,712 1 11	- - -	- - -	- - -	3,155 2 11	104,177 7 0	†410,183 10 1
115 0 0	24,475 10 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	24,475 10 4
8,798 0 10	330,481 13 5	88,310 2 2	9,271 4 4	3,440 17 7	12,712 1 11	- - -	- - -	- - -	3,155 2 11	104,177 7 0	434,659 0 5
- - -	17,983 15 4	11,814 6 8	5,373 19 3	9,481 6 3	14,855 5 6	27 18 6	22 12 3	10 14 0	61 4 9	26,730 16 11	44,714 12 3
13,327 19 10	69,009 6 4	79,325 6 0	Included in General Merchandise.			- - -	- - -	- - -	909 14 10	80,235 0 10	‡149,244 7 2
- - -	379 19 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	379 19 1
- - -	1,732 17 11½	2,442 11 0	18,622 9 8	- - -	18,622 9 8	0 4 3	1 10 0	0 16 0	2 10 3	21,067 10 11	22,800 8 10½
- - -	1,101 2 5½	1,465 13 0	2,638 17 6	- - -	2,638 17 6	0 11 6	- - -	- - -	0 11 6	4,105 2 0	5,206 4 5½
- - -	1,889 13 6	1,408 7 7	- - -	- - -	- - -	22 4 2	18 1 3	14 15 4	55 0 9	1,463 8 4	3,353 1 10
- - -	5,103 13 0	5,316 11 7	21,261 7 2	- - -	21,261 7 2	22 19 11	19 11 3	15 11 4	58 2 6	26,636 1 3	31,739 14 3
- - -	1,692 0 1½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	§1,692 0 1½
565 6 10	14,796 4 0	24,279 18 5	62,366 12 0	59,889 8 1	122,256 0 1	145 5 9	24 7 1	21 10 1	191 2 11	143,727 1 5	‖161,523 5 5
- - -	- - -	- - -	2,302 19 8	3 15 6	2,306 15 2	- - -	- - -	- - -	- - -	2,306 15 2	2,306 15 2
250 0 0	8,797 0 6	11,693 14 2	71,642 16 0	10,786 0 9	82,428 16 9	- - -	- - -	- - -	- - -	94,122 10 11	102,919 11 5
- - -	7,161 1 5	4,095 18 8	14,505 3 9	Iron ore, 3,125 17 8; Limestone, &c. 1,336 2 5	18,967 3 10	- - -	- - -	- - -	16 8 3	23,079 10 9	¶30,240 12 2
- - -	2,876 14 6	141 11 9	15 0 0	- - -	15 0 0	- - -	- - -	- - -	- - -	156 11 9	3,033 6 3
6 18 0	479 12 11	263 5 6	49 8 8	- - -	49 8 8	11 13 5	0 3 2	0 14 0	12 10 7	325 4 9	804 17 8
166 16 8	6,724 18 6	2,182 11 7	2,046 7 3	2,972 7 8	5,018 14 11	50 16 0	23 2 9	3 14 4	76 13 1	7,277 19 7	14,002 18 1
- - -	5,852 10 9	10,389 8 0	43,608 15 11	4,139 7 6	47,748 3 5	69 2 11	42 19 4	15 18 11	128 1 2	58,265 12 7	64,118 3 4
- - -	3,169 15 1	5,258 1 4	Included in General Merchandise.			- - -	- - -	- - -	- - -	5,258 1 4	8,427 16 5
181 7 0	4,078 15 6	4,607 6 4	Included in General Merchandise.			- - -	- - -	- - -	- - -	4,607 6 4	8,686 1 10
143,985 8 0	4,326,702 12 1½	3,279,577 6 2	494,424 17 2½	202,523 0 10	1,383,155 16 1½	58,271 6 0½	40,509 19 7	16,016 11 10	204,619 5 2½	4,867,352 7 6	9,194,054 19 7½
									Excess Fares, &c. which cannot be classified	- -	4,221 12 9
										£	9,198,276 12 4½

* Including 3,440*l.* 17*s.* 7*d.* received for carriage of "Bullion."
† Exclusive of 509*l.* 12*s.* 11*d.* returned by Company as "Receipts for Expresses on Main Line."
‡ Exclusive of 149*l.* 9*s.* 9*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
§ Exclusive of 13*l.* 1*s.* 9*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
‖ Exclusive of 1,548*l.* 6*s.* 11*d.* returned by Company as "Rent on Land, Buildings, &c."
¶ Exclusive of 1,911*l.* 18*s.* 2*d.* returned by Company as "Receipts from other Sources," and included in Amount of "Excess Fares, &c."

SCOTLAND.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Scotland* during the Half Year ended
compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97 ; a

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1855.	Length of Line Open on 30 June 1856.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	M. Chs.	*M. Chs.*							*Cwt.*	*No.*	*No.*	*No.*					
Aberdeen	*See* "Scottish North-Eastern."																
Arbroath and Forfar	*See* "Scottish North-Eastern."																
Caledonian (Including "Glasgow, Barrhead, and Neilston Direct," and a Moiety of "Glasgow, and Paisley Joint," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," and "Wishaw and Coltness," and "Lanark Junction."	198 38	198 38	198,584	61,825	- -	1,474,693	1,735,102	234	- -	250	1,385	3,434	4,573,573	1,042,625	- -	21,714,529	27,330
Caledonian and Dumbartonshire Junction	8 3	8 3	26,085	12,847	- -	108,349	147,281	13	- -	- -	- -	- -	113,232	64,823	- -	427,143	605
Clydesdale Junction	*See* "Caledonian."																
Crieff Junction	- -	9 0	1,138	731	6,319	4,066½	12,254½	- -	- -	18	52	43	8,669	5,217	47,342	32,475	93
Deeside	16 16	16 16	12,282	- -	- -	63,193½	75,475½	194	- -	61	10	263	99,742	- -	- -	475,610	575
Drumpeller	*See* "Forth and Clyde Navigation."																
Dundee and Arbroath	17 27½	17 27½	22,235½	48,839½	126,510½	28,035	225,620½	555	- -	16	49	157	228,250	279,967	1,140,874	168,674	1,817
Dundee and Newtyle	*See* "Dundee and Perth, and Aberdeen Junction."																
Dundee and Perth, and Aberdeen Junction	31 13	31 13															
Dundee and Perth Branch	- -	- -	6,584	14,645	- -	69,595	90,824	156	- -	22	169	67	164,206	262,119	- -	1,069,288	1,495
Dundee and Newtyle	- -	- -	3,421	2,628	36,060	- -	42,109	72	- -	- -	- -	7	34,010	29,732½	316,808½	- -	380
Total traffic on and over the Dundee and Perth and Aberdeen Junction	- -	- -	10,005	17,273	36,060	69,595	132,933	228	- -	22	169	74	198,216	291,851½	316,808½	1,069,288	1,876
Edinburgh and Glasgow (Including "Edinburgh and Bathgate.")	92 1½	92 1½	89,792	80,156	26,718	304,902	501,568	135	- -	388	3,056	1,501	3,037,910	2,325,303	619,270	6,605,337	12,587
Edinburgh, Perth, and Dundee	72 5½	72 5½	44,584	75,295	123,688	173,284	416,851	104	- -	- -	- -	- -	587,288	920,469	1,072,979	1,862,299	4,443
Edinburgh and Bathgate	*See* "Edinburgh and Glasgow."																
Elgin	4 40	4 40	- -	7,101	- -	- -	7,101	3	- -	- -	- -	- -	- -	24,853	- -	- -	24
Forth and Clyde Navigation* (Owners of the "Drumpeller Railway.")	1 28	1 28	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Forth and Clyde Junction	- -	29 74	987	- -	3,473	1,537	5,997	- -	- -	2	- -	10	15,798½	- -	47,164½	17,936	80
General Terminus and Glasgow Harbour (This is not a Passenger Line.)	2 21½	2 21½	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Glasgow and Paisley Joint	*See* "Caledonian" and "Glasgow and South-Western."																

Continued on p. 22.

* This Line was not opened for all sorts of Traffic till 26th May.

SCOTLAND.

30th June 1856, distinguished in the different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; the Length of Railway open at the Commencement and at the Termination of the Half Year.

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.	AVERAGE FARES per Mile.			
			Coal.	Other Minerals.	TOTAL.	Cattle.	Sheep.	Pigs.	TOTAL.			1st Class.	2d Class.	3d Class.	Parliamentary Class.
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*				*d.*	*d.*	*d.*	*d.*
18,012	512,238	272,035	- - -	- - -	1,051,456	29,936	97,059	4,987	131,982	29,809	838,725	1·381	1·330	- -	·659
1,472	11,776	2,674	28,410	3,296	31,706	- -	- -	- -	- -	692	5,882	1·50	1·34	- -	0·93
Mixed, 812	Mixed, 2,318	4,314	2,248	2,062	4,310	404	956	178	1,538	- -	- -	2½	1½	1½	1
961	16,337	13,921	1,504	Lime, 2,476 Stone, 1,996	5,976	889	144	79	1,112	344	5,348	1·½	- -	- -	1
5,445	51,284	24,495	9,050	5,101	14,151	273	330	19	622	627	10,664	1·72	1·40	·95	·87
2,288	46,280	58,691	33,708	4,672	38,380	2,491	926	- -	3,417	1,362	29,964	1·75	1·29	1·14	1
1,612	16,120	22,625	3,391	3,625	7,016	- -	- -	- -	- -	1,431	14,310	1·75	1·29	1·14	1
3,900	62,400	81,316	37,099	8,297	45,396	2,491	926	- -	3,417	2,793	44,274	- -	- -	- -	- -
7,153	203,182½	148,890	- - -	- - -	188,929	20,958	36,513	1,612	59,083	8,178	180,658	1·378	1·284	·772	·786
15,731	137,848	136,053	- - -	- - -	144,047	20,329	34,525	1,214	56,068	10,220	177,577	2½	2	1½	1
624	24,853	3,356	63,684	Limeshells, 3,025	66,709	- -	- -	- -	- -	1,167	6,952	- -	1½	- -	- -
- - -	- - -	- - -	53,155	- - -	53,155	- - -	- - -	- -	- -	- -	- -	- -	- -	- -	- -
130	3,913½	1,348	4,213	1,998	6,211	113	76	- -	189	319	4,723¾	2	- -	1½	1
- - -	- - -	2,216	59,177	Pig Iron, 6,275 Mine Dust, 107 Stone, 5,166 Iron Ore, 969 Lime, 715	72,409	- - -	- - -	- -	- -	1,997	1,073	- -	- -	- -	- -

SCOTLAND. - - - - -

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Scotland* during the Half Year ended t
compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97.; a

NAME OF RAILWAY COMPANY.	RECEIPTS FROM PASSENGERS.						RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCE CARRIAGES, HORSES, AND DOGS.				
	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Aberdeen - - -	*See* "Scottish North-Eastern."										
Arbroath and Forfar - -	*See* "Scottish North-Eastern."										
Caledonian - - - - (Including "Glasgow, Barrhead, and Neilston, Direct," and a Moiety of "Glasgow, and Paisley Joint," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," and "Wishaw and Coltness," and "Lanark Junction."	26,325 5 2	5,779 12 7	- - -	59,574 11 6½	1,188 2 0	92,867 11 3½	4,767 13 4¼	272 4 4½	876 13 5	182 9 11½	6,099 1
Caledonian and Dumbartonshire Junction - -	707 6 2	368 11 3	- - -	1,663 10 11½	40 18 2½	2,780 6 7½	91 7 6	- - -	- - -	- - -	91 7
Clydesdale Junction - -	*See* "Caledonian."										
Crieff Junction - -	80 5 6	38 12 11½	263 0 3½	135 6 3	- - -	517 5 0	19 6 0	3 5 5	4 15 2	0 14 0	28 0
Deeside - - - - -	623 7 9	- - -	- - -	1,981 14 2	253 6 7	2,858 8 6	232 17 10	19 19 1	2 10 0	4 16 10	260 3
Drumpeller - - -	*See* "Forth and Clyde Navigation."										
Dundee and Arbroath -	1,086 14 3	1,508 7 1½	3,086 1 6	692 7 0	673 8 2	7,046 18 0½	4 13 1	6 6 0	8 14 10	2 0 5	21 14
Dundee and Newtyle -	*See* "Dundee and Perth, and Aberdeen Junction."										
Dundee and Perth, and Aberdeen Junction.											
Dundee and Perth Branch	858 4 1½	1,235 10 11½	- - -	2,972 2 10½	151 15 9	5,217 13 8¾	192 12 10	15 6 0	39 6 9	1 11 4	248 16
Dundee and Newtyle -	152 1 8½	135 0 10	1,284 16 9½	- - -	82 9 9	1,654 9 0¾	99 3 8	- - -	- - -	0 1 7	99 5
Total traffic on and over the Dundee and Perth, and Aberdeen Junction - -	1,010 5 10	1,370 11 9½	1,284 16 9½	2,972 2 10½	234 5 6	6,872 2 9½	291 16 6	15 6 0	39 6 9	1 12 11	348 2
Edinburgh and Glasgow - (Including "Edinburgh and Bathgate.")	17,443 9 0	12,443 13 10	1,992 5 8	21,639 6 10½	880 10 11	54,399 6 3¾	2,406 6 3½	282 8 10	906 10 6½	70 14 6	3,666 0
Edinburgh, Perth, and Dundee - - -	6,117 11 9	7,670 11 7	6,706 2 5	7,759 11 7	435 1 7	28,688 18 11	1,458 9 5	118 2 10	*376 14 7	- - -	1,953 6
Edinburgh and Bathgate -	*See* "Edinburgh and Glasgow."										
Elgin - - -	- - -	112 11 0	- - -	- - -	5 16 0	118 7 0	- - -	- - -	- - -	- - -	- -
Forth and Clyde Navigation - - - - (Owners of the "Drumpeller Railway.")	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
Forth and Clyde Junction -	131 13 1	- - -	294 15 6½	75 14 8	- - -	502 3 3½	- - -	1 5 0	- - -	0 3 3	1 8
General Terminus and Glasgow Harbour - - (This is not a Passenger Line.)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -
Glasgow and Paisley Joint -	*See* "Caledonian" and "Glasgow and South-Western."										

(Continued from p. 19.)

Continued on p. 24.

* Including Receipts for carriage of Dogs.

SCOTLAND.

th June 1856, distinguished in the different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; e Length of Railway open at the Commencement and at the Termination of the Half Year—*continued.*

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	RECEIPTS FROM									Total Receipts from All Sources of Traffic.
		General Merchandise.	Minerals.			Live Stock.				Total from General Merchandise, Minerals, and Stock.	
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,897 1 3	112,863 13 8	96,105 12 10	- - -	- - -	77,936 0 7½	- - -	- - -	- - -	5,129 16 8	179,171 10 1½	292,035 3 9½
12 13 7	2,884 7 8½	914 14 1	1,751 14 11	172 10 7	1,924 5 6	- - -	- - -	- - -	- - -	2,838 19 7	*5,723 7 3½
- -	545 5 7	652 4 4	211 5 1	196 5 10	407 10 11	8 16 4	4 2 2	2 17 11	15 16 5	1,075 11 8	1,620 17 3
- -	3,118 12 3	2,035 15 4½	242 6 9	Lime, 382 18 9 Stone, 99 16 0	725 1 6	51 3 8	3 10 10	1 11 8	56 6 2	2,817 3 0½	5,935 15 3½
639 16 9½	7,708 9 2	5,342 9 8½	438 1 5	230 5 4	668 6 9	30 2 0	3 0 6	1 10 0	34 12 6	6,045 8 11½	13,753 18 1½
1,267 16 6	6,734 7 1½	11,740 11 7	1,476 19 0	355 17 2	1,832 16 2	117 9	13 5 11	- - -	130 9 8	13,703 17 5	20,438 4 6½
- - -	1,753 14 3½	2,493 0 9	332 9 8	174 8 9	506 18 5	- - -	- - -	- - -	- - -	2,999 19 2	4,753 13 5½
1,267 16 6	8,488 1 5½	14,233 12 4	1,809 8 8	530 5 11	2,339 14 7	117 3 9	13 5 11	- - -	130 9 8	16,703 16 7	25,191 18 0½
650 0 0	58,715 6 5½	37,935 2 2	- - -	- - -	15,177 1 5	- - -	- - -	- - -	2,081 18 2	55,194 1 9	†113,909 8 2½
750 0 0	31,392 5 9	32,891 7 1	- - -	- - -	17,043 2 8	- - -	- - -	- - -	3,836 8 2	53,770 17 11	85,163 3 8
- - -	118 7 0	167 16 1	2,493 14 0	Limeshells, 75 12 6	2,569 6 6	- - -	- - -	- - -	- - -	2,737 2 7	2,855 9 7
- - -	- - -	- - -	654 2 10	- - -	654 2 10	- - -	- - -	- - -	- - -	654 2 10	654 2 10
- - -	503 11 6½	132 18 7	458 6 11	214 4 7	672 11 6	6 10 6	0 19 8	- -	7 10 2	813 0 3	1,316 11 9
- - -	- - -	59 10 4	1,468 17 6	211 2 3	1,679 19 9	- - -	- - -	- - -	- - -	1,739 10 1	‡1,739 10 1

* Exclusive of 121*l.* 5*s.* ¼*d.* Receipts from the Dumbarton Steam Boat Company.
† Exclusive of 4,054*l.* 13*s.* 1*d.* "Receipts from Canal."
‡ Exclusive of 1,798*l.* 15*s.* returned by Company as "Receipts for Waggon Hire," and included in amount of "Excess Fares, &c."

RETURN showing the Number of Passengers conveyed in *Scotland* during the Half Year e

NAME OF RAILWAY COMPANY. **Continued from p. 18.**	Length of Line Open on 31 Dec. 1855.	Length of Line Open on 30 June 1856.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3rd Class.	Parliamentary Class.	TOTAL Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a charge is made: and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS 1st Class.	2d Class.	3d Class.	Parliamentary Class.	
	M. Chs.	*M. Chs.*							*Cwt.*								
Glasgow and South-Western (Including "Kilmarnock and Troon" and a moiety of "Glasgow and Paisley Joint.")	184 23	184 23	49,296	282,796	- -	337,982	670,074	216	- -	130	1,682	- -	- -	- -	- -	- -	-
Glasgow, Barrhead, and Neilston Direct.	*See* "Caledonian."																
Glasgow, Garnkirk, and Coatbridge.	*See* "Caledonian."																
Great North of Scotland	39 35	41 18	15,301	- -	91,204½	15,064	121,569½	74	- -	94	266	658	260,117	- -	957,642	286,216	1,503
Inverness and Nairn	15 15	15 15	5,723½	- -	36,061	13,831½	55,616	12	- -	33	42	159	55,552	- -	434,794	48,020	538
Kilmarnock and Troon	*See* "Glasgow and South-Western."																
Lanark Junction	*See* "Caledonian."																
Leven	5 62	5 62	1,767	5,222	9,130	6,711	22,830	- -	34	8	40	39	10,471	30,085	51,316	35,546	127
Monkland	35 72	42 63	3,206	15,837	15,526	- -	34,569	- -	- -	- -	- -	- -	19,275	81,950	107,974	- -	209
Morayshire	5 72	5 72	1,179	- -	20,638	4,648	26,465	1	- -	- -	- -	7	7,074	- -	123,828	27,888	158
North British	147 74	147 74	97,944	95,610	72,047	291,850	557,451	261	- -	- -	- -	- -	1,554,736	1,612,426	1,254,710	3,126,076	7,547
Peebles	18 62	18 62	4,836	15,262	- -	20,375	40,473	15	*30	10	33	121	53,926	168,735	- -	194,794	417
Perth and Dunkeld (Leased to the "Scottish North-Eastern.")	- -	8 41	2,299	- -	6,802	4,752	13,853	2	- -	11	32	57	15,537	- -	35,943	30,954	82
St. Andrews	4 45	4 45	4,319	6,860	6,299	10,309	27,787	- -	- -	- -	- -	- -	19,616	30,660	23,612	47,917	121
Scottish Central	50 17	50 17	47,310	63,012	96,043	145,013	351,378	- -	- -	- -	- -	- -	629,718	646,345	691,117	1,465,148	3,432
Scottish Midland Junction	*See* "Scottish North-Eastern."																
Scottish North-Eastern (Amalgamation of "Aberdeen and Scottish Midland Junction," including "Arbroath and Forfar.")	115 27½	115 27½	43,038	42,732	111,649	154,277	351,696	136	- -	156	806	1,416	893,927	810,208	1,151,355	1,801,443	4,656
Selkirk and Galashiels	- -	5 22	1,066	2,072	3,126	2,688	8,952	- -	110	10	30	18	5,940	10,915	16,912	14,409	48
Stirling and Dunfermline	24 50	24 50	7,962½	1,753	35,926½	19,693½	65,335½	8	- -	17	134	31	64,629	18,256	321,598	205,269	609
Wishaw and Coltness	*See* "Caledonian."																
TOTAL (SCOTLAND)	1,091 28½	1,152 79½	690,939½	835,223½	827,220½	3,254,849	5,608,232½	2,191	174	1,226	7,786	7,988	12,453,196½	8,364,688½	8,415,238½	39,656,971	68,890

*Exclusive of Parcels.

June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

umber of senger rains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.	AVERAGE FARES per Mile.			
			Coal.	Other Minerals.	TOTAL.	Cattle.	Sheep.	Pigs.	TOTAL.			1st Class.	2d Class.	3d Class.	Parliamentary Class.
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*				*d.*	*d.*	*d.*	*d.*
5,746	242,331	102,887	- -	- - -	658,852	11,889	70,529	4,241	86,659	10,478	523,010	1¾	1 5/16	- -	1
1,151	45,858	32,468	6,692	6,826	13,518	13,278	6,778	137	20,193	656	25,778	1¾	- -	1½	1
936	14,508	2,136½	15½	676	691½	40	141	25	206	312	4,836	2	- -	1½	1
1,240	7,285	8,411	3,585	Stone, 70 Pig Iron, 745 Coke, 309	4,709	788	737	270	1,795	1,240	7,285	2·21	1·85	1·28	·88
1,464	12,200	15,064	- -	- - -	605,670	66	29	- -	95	- -	- -	2	1½	1	- -
Mixed, 1,523	Mixed, 9,138	5,097	2,745	- - -	2,745	3	16	50	69	- -	- -	1·21	- -	·88	·64
13,852	203,859	165,268	123,323	Lime, 23,544	146,867	19,796	40,710	13,570	74,076	6,618	278,881	2·10	1·70	1·35	·96
672	22,980	5,846	11,208	Lime, 367	11,575	388	1,064	24	1,476	316	11,309	2	1¾	- -	1
1,217	5,225	2,128	2,306	759	3,065	63	- -	- -	63	1,148	4,880	2	- -	1½	1
Mixed, 2,184	Mixed, 10,920	14,543	2,506	- - -	2,506	1,322	1,254	226	2,802	- -	- -	2½	2	1¼	1
2,279	88,181	113,854	- -	- - -	138,154	17,015	28,896	1,017	46,928	4,550	160,914	2½	1¾	1	1
5,904	169,735	108,195	58,094	18,483	76,577	29,526	14,746	1,133	45,405	6,820	247,241	2	1½	1⅛	1
Mixed, 584	3,649	1,041	1,491	822	2,313	12	36	- -	48	- -	- -	1 7/11	1 1/11	1 7/11	1
2,032	25,248	44,772	- -	- - -	98,509	312	980	79	1,371	3,620	36,739	2¼	1¾	1¼	1
95,024	1,894,267	1,319,328¼	470,505½	94,084	3,450,206½	169,891	336,445	28,861	535,197	91,904	2,577,249¾	- -	- -	- -	- -

(Continued on p. 24.)

RETURN showing the Number of Passengers conveyed on all the Railways in *Scotland* during the Half

NAME OF RAILWAY COMPANY. **Continued from p. 20.**	RECEIPTS FROM PASSENGERS.					RECEIPTS FROM PASSENGERS' LUGGAGE AND PARC CARRIAGES, HORSES, AND DOGS.				TOTA
	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Glasgow and South-Western (Including "Kilmarnock and Troon" and a Moiety of "Glasgow and Paisley Joint.")	6,876 16 7	20,611 2 1	- - -	19,156 6 3	1,428 5 3	48,072 10 2	2,528 19 8	- - -	*904 6 8	- - -	3,433
Glasgow, Barrhead, and Neilston Direct.	*See* "Caledonian."										
Glasgow, Garnkirk, and Coatbridge.	*See* "Caledonian."										
Great North of Scotland	1,899 11 6	- - -	5,011 5 3½	1,217 17 5½	114 17 2	8,243 11 5	227 9 1	59 10 9	95 10 8½	30 1 8	412 1
Inverness and Nairn	472 8 10	- - -	1,252 7 7½	532 14 3½	11 17 3	2,269 8 0	81 1 9	11 11 6	9 7 0	2 15 2	104 1
Kilmarnock and Troon	*See* "Glasgow and South-Western."										
Lanark Junction	*See* "Caledonian."										
Leven	96 15 7½	231 9 7½	274 4 9½	130 0 10½	- - -	732 10 11	0 17 6	1 2 0	2 17 4	0 9 3	5
Monkland	160 12 6	512 3 10	449 17 10	- - -	- - -	1,122 14 2	- - -	- - -	- - -	- - -	-
Morayshire	35 17 9	- - -	457 16 4	77 9 4	1 6 0	572 9 5	14 10 5	- - -	- - -	0 2 1	14 1
North British	13,603 18 9	11,421 7 5	7,057 14 10	12,504 6 1	830 7 3	45,417 14 4	1,521 10 9	- - -	- - -	- - -	1,521 1
Peebles	331 7 3½	846 11 0½	- - -	693 4 5¾	22 10 1	1,893 12 10½	54 12 4	2 11 10	5 11 9	2 5 11	65
Perth and Dunkeld (Leased to "Scottish North-Eastern.")	129 9 6	- - -	224 12 10	128 19 6	1 1 4	484 3 2	17 4 4	2 11 3	2 13 11	0 12 4	23
St. Andrews	204 6 10	255 10 3½	147 11 6¾	199 13 1¾	- - -	807 1 10	44 2 4½	- - -	6 0 0	- - -	50
Scottish Central	6,559 11 3½	4,570 3 2¾	4,319 9 7½	6,104 15 8½	- - -	21,553 19 10½	1,221 5 8	99 12 7½	†315 9 6	- - -	1,636
Scottish Midland Junction	*See* "Scottish North-Eastern."										
Scottish North-Eastern (Amalgamation of "Aberdeen and Scottish Midland Junction," including "Arbroath and Forfar.")	7,449 7 9	5,063 16 0	5,396 19 6	7,506 0 3	457 12 4	25,873 15 10	1,187 14 4½	186 14 11	371 8 11	44 13 2	1,790 1
Selkirk and Galashiels	48 15 5	66 19 0	74 1 10½	60 15 1½	- - -	250 11 5	51 15 1	2 0 6	3 15 2	0 4 10	57 1
Stirling and Dunfermline	605 16 6½	133 2 3¾	1,674 17 6	855 5 0½	35 4 6	3,304 5 10½	147 3 2	- - -	*25 16 0¾	- - -	172 1
Wishaw and Coltness	*See* "Caledonian."										
TOTAL (SCOTLAND)	92,000 14 8¼	73,004 16 11½	39,968 1 9¾	145,661 13 6½	6,614 10 1¾	357,249 17 1½	16,370 16 6½	1,084 12 10¾	3,958 2 3¾	343 16 3½	21,757

(Continued from p. 23.)

* Including Receipts for Conveyance of Carriages and Dogs.

† Including Receipts for Conveyance of Dogs.

nded 30th June 1856, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	Receipts from										Total Receipts from All Sources of Traffic.
		General Merchandise.	Minerals.			Live Stock.				Total from General Merchandise, Minerals, and Stock.		
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
1,167 1 9	52,672 18 3	41,878 10 4	- - -	- - -	57,316 19 6	- - -	- - -	- - -	2,349 11 8	101,545 1 6		154,217 19 9
496 6 3	9,152 9 10½	11,478 9 3	1,244 9 2	870 5 2	2,114 14 4	- - -	- - -	- - -	1,371 18 2	14,965 1 9		14,965 1 7½
15 19 0	2,390 2 5	327 11 7	1 4 1	55 2 10	56 6 11	3 13 0	1 14 9	0 18 6	6 6 3	390 4 9		2,780 7 2
26 0 0	763 17 0	826 18 11	215 19 4	74 18 9	290 18 1	21 4 9	6 14 8	3 17 10	31 17 3	1,149 14 3		1,913 11 3
- - -	1,122 14 2	1,956 12 3	- - -	- - -	28,994 15 9	7 16 6	- - -	- - -	7 16 6	30,959 4 6		32,031 18 8
- - -	587 1 11	503 4 10	255 9 2	- - -	255 9 2	0 3 0	0 6 0	0 19 0	1 8 0	760 2 0		1,347 3 11
210 0 0	47,849 5 1	48,800 2 0	17,997 0 8	3,600 5 7	21,597 6 3	- - -	- - -	- - -	3,879 3 7	74,276 11 10		122,125 16 11
- - -	1,958 14 8½	1,066 11 2	785 10 6	Lime, 43 16 1	829 6 7	30 0 0	9 9 11	1 3 0	40 12 11	1,936 10 8		3,895 5 4½
- - -	507 5 0	255 1 3	182 11 0	53 3	235 14 4	2 18 6	- - -	- - -	2 18 6	493 14 1		1,000 19 1
- - -	857 4 2½	770 2 0	102 16 11	- - -	102 16 11	29 7 10	- - -	- - -	29 7 10	902 6 9		1,759 10 11½
2,781 1 6	25,971 9 1½	27,524 3 11	- - -	- - -	14,261 3 11	- - -	- - -	- - -	3,209 18 0	44,995 5 10		70,966 14 11½
4,254 18 0	31,919 5 2½	38,373 3 11½	6,777 12 0	1,956 9 4	8,734 1 4	4,333 0 1	420 10 3	32 11 0	4,786 1 4	51,893 6 7½		83,812 11 10
- - -	308 7 0	111 19 10	99 5 8	50 9 11	149 15 7	0 8 0	0 5 0	- - -	0 13 0	262 8 5		570 15 5
- - -	3,477 5 1½	6,207 14 9	- - -	- - -	6,084 18 9	35 17 6	- - -	- - -	35 17 6	12,328 11 0		15,805 16 1½
26,868 14 7½	405,875 19 8½	370,551 8 11½	37,189 16 7	8,817 12 9	282,821 11 11½	4,678 5 5	463 19 8	45 8 11	27,046 8 5	660,419 9 4		1,066,295 9 0½
										Excess Fares, &c. which cannot be classified	- -	1,798 15 0
										£		1,068,094 4 0½

IRELAND.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Ireland* during the Half Year ended t
compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97 ; al

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1855.	Length of Line Open on 30 June 1856.	NUMBER OF PASSENGERS.					Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a Charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS.				
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.						1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	M. Chs.	*M. Chs.*							*Cwt.*	*No.*	*No.*	*No.*					
Ballymena, Ballymoney, Coleraine and Portrush Junction	34 57	34 57	4,545	12,225	17,162	3,453	37,385	- -	312	19	119	105	108,450	247,201	228,642	55,248	639,5
Belfast and Ballymena	37 74	37 74	15,483	45,153	105,413	25,855	191,904	204	1,133	45	223	331	295,549	796,568	1,098,446	387,825	2,578,3
Belfast and County Down	16 63	16 63	40,284	148,917	- -	- -	189,201	528	- -	3	3	173	237,043	1,114,780	- -	- -	1,351,8
Cork and Bandon	19 54	19 54	3,150	21,983	- -	21,525	46,658	- -	- -	27	20	112	49,290	312,776	- -	298,014	660,0
Cork, Blackrock, and Passage	6 23	6 23	95,418½	142,144½	14,352	- -	251,915	72	- -	- -	- -	665	557,477	831,768	89,700	- -	1,478,9
Dublin and Belfast Junction	55 48	55 48	18,399	27,629	52,313	- -	98,341	- -	- -	242	1,017	867	735,960	870,313	1,412,451	- -	3,018,7
Dublin and Drogheda	62 17	62 17	37,598	66,845	156,595	- -	261,038	472	- -	247	1,004	1,145	- -	- -	- -	- -	-
Dublin and Kingstown	7 60	7 60	32,985	464,254	435,890	- -	933,129	1,205	- -	- -	- -	- -	- -	- -	- -	- -	-
Dublin and Wicklow	34 26	34 26	17,759	52,818½	105,623½	- -	176,201	71	11,200	- -	- -	631	213,387	621,823	1,180,268	- -	2,015,4
Dundalk and Enniskillen	36 72	36 72	3,301	6,268	20,063	3,600	33,232	- -	- -	98	156	208	- -	- -	- -	- -	-
Great Southern and Western	205 3	205 3	44,838	105,532	- -	177,891	328,261	- -	- -	544	2,974	2,540	2,813,086	4,941,638	- -	7,596,994	15,351,7
Irish South-Eastern	22 48	22 48	4,756	13,220	- -	14,438	32,414	- -	- -	49	306	265	99,683	253,198	- -	263,569	616,4
Killarney Junction	40 26	40 26	2,197	3,659½	- -	19,460	25,316½	- -	- -	43	96	168	88,905	123,375	- -	452,624	664,9
Londonderry and Coleraine	36 13	36 13	5,583	14,613	30,011	- -	50,207	- -	- -	29	97	99	119,989	210,707	347,116	- -	677,8
Londonderry and Enniskillen	60 30	60 30	4,348	12,478	57,917	- -	74,743	- -	5,352	47	83	187	125,498	299,810	1,156,149	- -	1,581,4
Midland Great Western of Ireland	152 50	152 50	23,995	94,391	18,431	94,885	231,702	25	- -	130	705	673	1,064,212	2,063,029	1,284,298	3,999,806	8,111,3
Newry and Enniskillen	3 43	3 43	2,501½	5,378½	10,588½	- -	18,468½	- -	- -	12	24	74	- -	- -	- -	- -	-
Newry, Warrenpoint, and Rostrevor	5 60	5 60	6,658	13,595	21,952	- -	42,205	10	- -	- -	- -	179	67,704	132,047	131,694	- -	331,4
Ulster	35 50	35 50	36,240	87,100	119,018	17,866	260,224	61	- -	160	523	310	565,393	1,260,340	1,483,735	294,654	3,604,1
Waterford and Kilkenny	29 5	29 5	2,906½	10,864	8,527½	- -	22,298	- -	26	20	144	173	81,995	250,201	172,267	- -	504,4
Waterford and Limerick	77 6	77 6	12,031	42,067	49,231	- -	103,329	- -	- -	172	976	676	292,715	891,416	1,033,144	- -	2,217,2
Waterford and Tramore	7 31	7 31	14,879	4,509½	- -	8,481	27,869½	195	- -	- -	- -	- -	196,950	33,310	- -	125,306	355,5
TOTAL (IRELAND)	987 59	987 59	429,855½	1,395,644½	1,223,087½	387,454	3,436,041½	2,843	18,023	1,887	8,470	9,581	7,713,286	15,254,800	9,617,910	13,474,040	46,059,5

IRELAND.

0th June 1856, distinguished in the different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; ne Length of Railway open at the Commencement and at the Termination of the Half Year.

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.	AVERAGE FARES per Mile.			
			Coal.	Other Minerals.	TOTAL.	Cattle.	Sheep.	Pigs.	TOTAL.			1st Class.	2d Class.	3d Class.	Parliamentary Class.
			Tons.	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*				*d.*	*d.*	*d.*	*d.*
1,070	37,450	7,203	10	- - -	10	447	133	68	648	312	10,920	2	1½	1	1
1,766	78,703	32,798	5,880	Salt Rock, 6,648 Lime Stone, 285	12,813	1,293	556	244	2,093	650	21,450	2	1½	1	1
6,170	41,669	8,861	1,001	3,129	4,130	129	359	476	964	66	825	1·245	·880	- -	- -
1,075	21,500	*14,706	- -	- - -	- -	964	1,166	9,323	11,453	325	6,500	1⅝	1½	- -	⅛
4,822	30,137½	- - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	9/10	⅓	⅓	- -
1,612	81,484	27,345	- -	1,000	1,000	1,091	2,499	1,572	5,162	624	34,944	2·013	1·503	1·0029	- -
3,841	115,240	41,732	- -	- - -	- -	12,970	24,328	33,414	70,712	1,583	22,388	2·06	1½	1/16	- -
14,220	85,320	- - - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	1½	1	¾	- -
6,988	71,243	693	- -	- - -	- -	- -	- -	- -	- -	- -	- -	1·933	1·473	·941	- -
1,300	41,891	15,571	4,455	- - -	4,455	1,050	1,122	1,446	3,618	291	10,476	2	1½	1	1
2,350	324,145	104,010	8,584	- - -	8,584	40,185	75,777	59,153	175,115	2,271	168,155	2·067	1·547	- -	·995
993	25,074	11,760	109	- - -	109	2,423	3,139	10,100	15,662	312	7,878½	2·181	1·227	- -	·987
679	27,839	14,980	437	- - -	437	736	250	2,045	3,031	310	12,710	2·128	1·596	- -	·984
967	39,977	16,171	- -	- - -	- -	535	572	711	1,818	326	10,767	1·818	1·454	·97	- -
1,321	69,708	24,776	- -	- - -	- -	3,520	1,308	6,048	10,876	333	20,142	1·763	1·265	·869	- -
2,164	199,045	28,766	857	- - -	857	22,478	48,860	60,597	131,935	1,064	85,315	1·806	1·431	·471	·956
832	6,656	3,793	100	132	232	26	7	117	150	312	2,800	2	1½	1	- -
Mixed, 3,084	Mixed, 18,504	1,867	- -	- - -	- -	109	395	1,049	1,553	- -	- -	1·06	·87	·66	- -
2,350	64,728	52,174	4,759	- - -	4,759	4,768	970	5,278	11,016	936	32,124	1·67	1·24	·79	·99
Mixed, 1,009	Mixed, 31,279	12,584	1,964	- - -	1,964	1,265	2,780	16,448	20,493	- -	- -	2⅛	1⅔	1	- -
1,431	89,378	40,713	2,994	- - -	2,994	7,619	16,022	41,740	65,381	603	42,016	2·18	1·63	·989	- -
Mixed, 1,213	Mixed, 18,459	- - - -	- -	- - -	- -	- -	- -	- -	- -	- -	- -	·841	·812	- -	·549
61,257	1,519,429½	460,503	31,150	11,194	42,344	101,608	180,243	249,829	531,680	16,318	489,410½	- - -	- -	- - -	- -

* Including 7,176 Tons of Grain.

IRELAND.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Ireland* during the Half Year ended t
compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97; also, t

NAME OF RAILWAY COMPANY.	RECEIPTS FROM PASSENGERS.						RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCEL CARRIAGES, HORSES, AND DOGS.				
	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Ballymena, Ballymoney, Coleraine, and Portrush Junction	810 5 9	1,321 19 8	1,024 11 2	196 11 3	- - -	3,353 7 10	170 17 4	8 3 6	32 0 9	4 10 0	215 11
Belfast and Ballymena	2,590 5 0	4,914 12 1	4,753 2 6	1,338 14 10	319 16 1	13,916 10 6	531 7 5	21 8 0	57 19 9	12 5 3	623 0
Belfast and County Down	1,171 5 5	3,415 0 1	- - -	- - -	642 19 5	5,229 4 11	266 14 0	0 10 0	0 15 0	3 2 1	271 1
Cork and Bandon	379 10 4	1,997 1 10	- - -	1,061 19 1	- - -	3,438 11 3	199 17 7	11 5 0	7 13 6	3 7 0	222 3
Cork, Blackrock, and Passage	2,210 3 5	2,202 6 5	119 18 0	- - -	335 10 0	4,867 17 10	95 15 8	- - -	- - -	5 10 10	101 6
Dublin and Belfast Junction	6,131 14 3	5,451 15 10	5,952 12 0	- - -	- - -	17,536 2 1	- - -	190 1 2	433 3 9	41 7 11½	664 12 1
Dublin and Drogheda	6,803 8 6	7,185 3 11	9,029 16 6	- - -	370 19 10	23,389 8 9	1,164 4 5½	- - -	*674 8 3½	- - -	1,838 12
Dublin and Kingstown	1,162 10 1	10,908 0 0	7,682 0 0	- - -	4,019 16 6	23,772 6 7	279 1 0	- - -	- - -	- - -	279 1
Dublin and Wicklow	1,719 6 2	3,818 0 9	4,628 13 4	- - -	351 10 6	10,517 10 9	423 8 3	- - -	- - -	15 5 6	438 13
Dundalk and Enniskillen	609 15 10	762 4 10	1,905 12 1	331 2 5	- - -	3,658 15 2	140 18 8	44 2 0	46 16 0	10 8 0	242 4
Great Southern and Western	24,229 10 11	31,863 12 5	- - -	31,504 10 3	- - -	87,597 13 7	4,428 0 1	609 18 2	2,341 1 3	173 5 6	7,552 5
Irish South-Eastern	905 19 11	1,711 7 6½	- - -	1,084 9 0½	- - -	3,701 16 6	168 6 8	22 1 6	89 12 6	10 2 8	290 3
Killarney Junction	788 9 2	820 14 9	- - -	1,855 18 6	- -	3,465 2 5	212 2 1	35 17 6	51 12 5	8 7 7	307 19
Londonderry and Coleraine	908 18 4	1,276 10 8	1,402 18 7	- - -	- - -	†3,588 7 7	88 19 2	15 16 6	29 13 0	3 16 0	138 4
Londonderry and Enniskillen	922 6 9	1,580 4 11	4,189 0 2	- - -	- - -	6,691 11 10	348 10 3	23 17 0	30 6 9	8 13 4	411 7
Midland Great Western of Ireland	8,009 2 2	12,297 1 0	2,519 16 1	15,944 8 1	76 11 9	38,846 19 1	2,509 6 6	226 9 0	696 12 6	41 0 6	3,473 8
Newry and Enniskillen	98 9 6	148 2 10½	185 7 10	- - -	- - -	432 0 2½	38 19 0	2 14 0	1 12 0	1 4 8	44 9
Newry, Warrenpoint, and Rostrevor	299 1 0	481 10 11	365 17 4	- - -	30 10 0	‡1,176 19 3	14 7 5	- - -	- - -	1 14 10	16 2
Ulster	3,993 13 1	6,532 7 5	4,944 19 5	1,222 0 3	149 14 10	16,842 15 0	737 8 10	62 1 0	169 9 10	6 14 1	975 13
Waterford and Kilkenny	746 13 8½	1,646 9 4½	675 3 7	- - -	- - -	§3,068 6 8	103 18 3	13 5 6	57 6 6	6 2 6	180 12
Waterford and Limerick	2,658 16 8½	6,054 4 1	4,257 8 4½	- - -	- - -	12,970 9 2	890 3 5	120 15 2	517 8 2	41 10 11	1,569 17
Waterford and Tramore	690 6 6	112 14 9	- - -	286 18 1	142 2 2	1,232 1 6	8 4 6	- - -	- - -	2 11 0	10 15
TOTAL (IRELAND)	67,839 12 6	106,501 6 1½	53,636 16 11½	54,876 11 9½	6,439 11 1	289,293 18 5½	12,820 10 6½	1,408 5 0	5,237 11 11½	401 0 2½	19,867 7

* Including Receipts for Conveyance of Carriages and Dogs.
† Exclusive of 29*l.* 18*s.* 2*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
‡ Exclusive of 16*l.* 10*s.* 11*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
§ Exclusive of 27*l.* 17*s.* 8*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."

IRELAND.

n June 1856, distinguished in the different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; gth of Railway open at the Commencement and at the Termination of the Half Year—*continued.*

ECEIPTS from Mails.	TOTAL RECEIPTS from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	RECEIPTS FROM GENERAL MERCHANDISE.	MINERALS. Coal.	MINERALS. Other Minerals.	MINERALS. TOTAL.	LIVE STOCK. Cattle.	LIVE STOCK. Sheep.	LIVE STOCK. Pigs.	LIVE STOCK. TOTAL.	TOTAL from General Merchandise, Minerals, and Stock.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	3,568 19 5	1,338 3 4	1 0 0	- - -	1 0 0	27 18 0	2 2 3	0 18 2	30 18 5	1,370 1 9	4,939 1 2
613 7 9	15,152 18 8	7,891 8 0	841 13 2	318 8 3	1,160 1 5	99 0 6	11 18 9	7 18 6	118 17 9	9,170 7 2	24,323 5 10
- -	5,500 6 0	722 2 9	60 15 5	198 19 1	259 14 6	8 8 1	6 3 2	5 15 8	20 6 11	1,002 4 2	6,502 10 2
- -	3,660 14 4	2,352 13 3	- - -	- - -	- - -	65 5 1	14 10 0	233 0 0	312 15 1	2,665 8 4	6,326 2 8
- -	4,969 4 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	4,969 4 4
337 14 0	20,538 8 11½	*7,496 16 4	- - -	- - -	- - -	†260 7 10	- - -	- - -	260 7 10	7,757 4 2	28,295 13 1½
142 5 9	27,370 7 3	7,280 5 11	- - -	- - -	- - -	1,253 1 6	654 18 0	754 11 4	2,662 10 10	9,942 16 9	37,313 4 0
250 0 0	24,301 7 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	24,301 7 7
55 5 6	11,011 10 0	225 3 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	225 3 0	11,236 13 0
260 9 10	5,161 9 8	3,361 13 1	531 2 9	- - -	531 2 9	118 12 6	34 17 9	46 3 9	199 14 0	4,092 9 10	9,253 19 6
394 17 11	111,544 16 6	46,250 11 9	1,571 14 11	- - -	1,571 14 11	5,768 14 11	3,378 0 3	2,386 10 11	11,533 6 1	59,355 12 9	170,900 9 3
131 6 0	4,123 5 10	1,988 13 6	9 11 5	- - -	9 11 5	147 18 9	66 1 5	234 5 11	448 6 1	2,446 11 0	6,569 16 10
- -	3,773 2 0	3,716 0 1	44 0 10	- - -	44 0 10	75 6 1	5 9 0	43 19 1	129 14 2	3,889 15 1	7,662 17 1
37 19 0	3,764 11 3	3,002 4 5	- - -	- - -	- - -	52 6 4	13 7 10	16 14 6	82 8 8	3,084 13 1	‡6,849 4 4
818 2 1	7,921 1 3	7,666 7 5	- - -	- - -	- - -	334 13 3	36 19 3	146 6 8	517 19 2	8,184 6 7	16,105 7 10
143 4 2	49,468 11 9	17,916 9 2	255 9 3	- - -	255 9 3	3,333 19 6	3,014 2 4	3,392 5 9	9,790 7 7	27,962 6 0	77,430 17 9
22 10 0	498 19 10½	236 5 9	- - -	- - -	- - -	0 13 0	0 2 4	0 15 6	1 10 10	237 16 7	736 16 5½
- -	1,193 1 6	177 2 2	- - -	- - -	- - -	4 5 3	2 16 9	9 2 6	16 4 6	193 6 8	§1,386 8 2
661 12 0	18,480 0 9	14,050 7 6	920 18 9	- - -	920 18 9	431 11 3	29 12 2	133 17 8	595 1 1	15,566 7 4	34,046 8 1
241 16 0	3,490 15 5	2,390 1 0	385 6 8	- - -	385 6 8	83 6 7	106 3 6	704 3 10	893 13 11	3,669 1 7	‖7,159 17 0
499 16 8	15,040 3 6	9,503 2 8	398 14 2	- - -	398 14 2	491 7 2	677 3 3	1,513 16 1	2,682 6 6	12,584 3 4	27,624 6 10
20 0 0	1,262 17 0	110 18 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	110 18 7	1,373 15 7
635 6 8	341,796 12 10	137,676 9 8	5,020 7 4	517 7 4	5,537 14 8	12,606 15 7	8,054 8 0	9,635 5 10	30,296 9 5	173,510 13 9	515,307 6 7
										Excess Fares, &c. which cannot be classified -	74 6 9
										£	515,381 13 4

* Including Receipts for Carriage of Minerals.
† Including Receipts for Carriage of Sheep and Pigs.
‡ Exclusive of 29*l.* 18*s.* 2*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
§ Exclusive of 16*l.* 10*s.* 11*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."
‖ Exclusive of 27*l.* 17*s.* 8*d.* returned by Company as "Excess Fares," and included in Amount of "Excess Fares, &c."

COMPARATIVE SUMMARY of TRAFFIC upon the RAILWAYS in *England* and *Wales, Scotland* and *Ireland*, respectiv

ENGLAND AND WALES.

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at — Commencement of each Period.	Length over which the Traffic was conveyed: Open at — Termination of each Period.	NUMBER OF PASSENGERS. — 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a Charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS. — 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	Miles.	*Miles.*							*Cwts.*	*No.*	*No.*	*No.*					
Half Year ended 30th June 1855	6,113	6,167	5,995,159½	15,035,768½	8,123,096½	14,122,814	13,276,818½	9,325	- -	- -	- -	- -	- -	- -	- -	- -	620,117
Half Year ended 30th June 1856	6,217	6,353	6,771,060	16,935,303½	7,594,138	17,879,345½	49,179,847	9,875	108,351½	18,782	93,886	85,770	132,970,590½	217,910,884	93,189,343	241,244,271	685,315

(*continued*)

Periods to which this Statement refers.	RECEIPTS FROM PASSENGERS. — 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	Total from Passengers.	RECEIPTS FROM PASSENGERS LUGGAGE AND PARCELS CARRIAGES, HORSES, AND DOGS. — Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Half Year ended 30th June 1855	1,090,102 11 8½	1,275,616 0 1½	333,719 1 4½	774,952 15 9½	76,025 10 10½	3,550,415 19 10½ *13,036 7 9½	- - -	- - -	- - -	- - -	- -
Half Year ended 30th June 1856	1,172,408 3 5½	1,361,184 12 4½	276,426 11 7½	952,779 5 7	86,169 6 8	3,849,267 19 8½ *†4,221 12 9	233,124 19 4½	17,696 17 8½	73,435 12 6	4,191 14 10½	328,449

SCOTLAND.

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at — Commencement of each Period.	Length over which the Traffic was conveyed: Open at — Termination of each Period.	NUMBER OF PASSENGERS. — 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a Charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS. — 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total.
	Miles.	*Miles.*							*Cwts.*	*No.*	*No.*	*No.*					
Half Year ended 30th June 1855	1,048	1,051	667,443½	833,529½	719,200	3,243,289	5,463,462	1,960	- -	- -	- -	- -	- -	- -	- -	- -	77,350
Half Year ended 30th June 1856	1,091	1,153	690,939½	835,223½	827,220½	3,254,849	5,608,232½	2,191	174	1,226	7,786	7,988	12,453,196½	8,364,688½	8,415,298½	39,656,971	68,890

(*continued*)

Period to which this Statement refers.	RECEIPTS FROM PASSENGERS. — 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	Total from Passengers.	RECEIPTS FROM PASSENGERS LUGGAGE AND PARCELS CARRIAGES, HORSES, AND DOGS. — Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
Half Year ended 30th June 1855	85,015 6 7½	68,479 0 7½	33,251 0 6½	133,075 12 8½	5,527 4 1	325,348 4 7	- - -	- - -	- - -	- - -	- -
Half Year ended 30th June 1856	92,000 14 8½	73,004 16 11½	39,968 1 9½	145,661 13 6½	6,614 10 1½	357,249 17 1½ *1,798 15 0	16,370 16 6½	1,084 12 10½	3,958 2 3½	343 16 3½	21,757

* Excess Fares, &c. † Exclusive of Receipts returned by the several Companies as "Tolls," "Rents," "Transfer Fees," "Canal Receipts," &c.

ing the Half Year ended the 30th June 1856, and during the corresponding Period in the previous Year.

ENGLAND AND WALES.

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*			
582,014	15,725,572	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	286,206	13,889,679
721,113	16,541,625	10,032,626	9,512,777	2,537,968	15,644,643	675,587	2,400,712	591,186	3,671,802	451,027	14,890,071¼

ECEIPTS om Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	RECEIPTS FROM									TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
		GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Total from General Merchandise, Minerals, and Live Stock.	
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	4,000,442 15 3¾ *13,036 7 9½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	4,436,914 17 1½	8,450,394 0 2½
985 8 0	4,326,702 12 1½ *†4,221 12 9	3,279,577 6 2	494,424 17 2½	202,523 0 10	1,383,155 16 1½	58,271 6 0½	40,509 19 7	16,016 11 10	204,619 5 2½	4,867,352 7 6	9,198,276 12 4½

SCOTLAND.

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*			
70,714	2,039,862	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	47,767	2,315,041½
95,024	1,894,267	1,319,328¾	470,505½	94,084	3,450,206½	169,891	336,445	28,861	535,197	91,904	2,577,249½

ECEIPTS om Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	RECEIPTS FROM									TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
		GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Total from General Merchandise, Minerals, and Live Stock.	
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	372,207 13 6¾	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	625,649 4 8½	997,856 18 3½
868 14 7½	405,875 19 8½ *1,798 15 0	370,551 8 11½	37,189 16 7	8,817 12 9	262,821 11 11½	4,678 5 5	463 19 8	45 8 11	27,046 8 5	660,419 9 4	1,068,094 4 0½

* Excess Fares, &c. † Exclusive of Receipts returned by the several Companies as "Tolls," "Rents," "Transfer Fees," "Canal Receipts," &c.

COMPARATIVE SUMMARY of TRAFFIC upon the Railways in *England* and *Wales, Scotland* and *Ireland*, respecti

IRELAND. - - - - - -

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at Commencement of each Period.	Length over which the Traffic was conveyed: Open at Termination of each Period.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS 1st Class.	2d Class.	3d Class.	Parliamentary Class.	
	Miles.	*Miles.*							*Cwt.*	*No.*	*No.*	*No.*					
Half Year ended 30th June 1855	897	897	379,228	1,231,865½	658,702	791,663	- -	2,125½	- -	- -	- -	- -	- -	- -	- -	- -	44,6
Half Year ended 30th June 1856	988	988	429,855½	1,395,644½	1,223,087½	387,454	3,436,041½	2,843	18,023	1,887	8,470	9,581	7,713,286	15,254,300	9,617,910	13,474,040	46,0

(*continued*)

Periods to which this Statement refers.	RECEIPTS FROM PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	Total from Passengers.	RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCE CARRIAGES, HORSES, AND DOGS. Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	Tot
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Half Year ended 30th June 1855	57,669 10 10½	94,658 4 10½	31,328 17 7	60,428 14 6½	5,638 4 4	{ 249,723 12 2½ *213 19 4½	- - -	- - -	- - -	- - -	- -
Half Year ended 30th June 1856	67,839 12 6	106,501 6 1½	53,636 16 11½	54,876 11 9½	6,439 11 1	{ 289,293 18 5½ *74 6 9	12,820 10 6½	1,408 5 0	5,237 11 11½	401 0 2½	19,867

COMPARATIVE SUMMARY of TRAFFIC upon all the RAILWAYS in the UNITED KINGDOM, durin

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at Commencement of each Period.	Length over which the Traffic was conveyed: Open at Termination of each Period.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Passengers.	Number of Holders of Season or Periodical Tickets.	Passengers' Luggage on which a charge is made; and Parcels.	Carriages.	Horses.	Dogs.	MILES TRAVELLED BY PASSENGERS 1st Class.	2d Class.	3d Class.	Parliamentary Class.	
	Miles.	*Miles.*							*Cwt.*	*No.*	*No.*	*No.*					
Half Year ended 30th June 1855	8,058	8,115	7,041,811	17,101,163½	9,500,998½	18,157,766	51,801,739	13,410½	- -	- -	- -	- -	- -	- -	- -	- -	742,1
Half Year ended 30th June 1856	8,296	8,493	7,891,855	19,166,171½	9,644,446	21,521,648½	58,224,121	14,909	127,018½	21,895	110,142	103,333	153,187,082	241,529,872½	111,222,491	294,375,282	800,2

(*continued*)

Periods to which this Statement refers.	RECEIPTS FROM PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Season or Periodical Tickets.	Total from Passengers.	RECEIPTS FROM PASSENGERS' LUGGAGE AND PARCE CARRIAGES, HORSES, AND DOGS. Passengers' Luggage and Parcels.	Carriages.	Horses.	Dogs.	Tot
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Half Year ended 30th June 1855	1,232,787 9 2⅝	1,438,753 5 7⅝	398,298 19 5⅝	968,457 3 0½	87,190 19 3½	{ 4,125,487 16 8½ *13,250 7 1½	- - -	- - -	- - -	- - -	- -
Half Year ended 30th June 1856	1,332,248 10 7½	1,540,990 15 5	370,031 10 5	1,153,317 10 10½	99,223 7 10½	{ 4,495,811 15 3 *16,094 14 6	262,316 6 5½	20,189 15 7	82,631 6 9½	4,936 11 4	370,074

* Excess Fares, &c.

† Exclusive of Receipts returned by the several Companies as "Tolls," "Rents," "Transfer Fees," "Canal Receipts," &c.

uring the Half Year ended the 30th June 1856, and during the corresponding Period in the previous Year—*continued.*

IRELAND.

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*			
59,391	1,443,175	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	7,245	394,346½
61,257	1,519,429½	460,503	31,150	11,194	42,344	101,608	180,243	249,829	531,680	10,318	489,410½

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	RECEIPTS FROM								TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
		GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Total from General Merchandise, Minerals, and Live Stock.
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	295,282 6 1½ *213 19 4½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	150,301 17 5½	445,798 2 11½
2,635 6 8	341,796 12 10 *74 6 9	137,976 9 8	5,020 7 4	517 7 4	5,537 14 8	12,606 15 7	8,054 8 0	9,635 5 10	30,296 9 5	173,510 13 9	515,381 13 4

Half Year ended the 30th June 1856, and during the corresponding Period in the previous Year.

Number of Passenger Trains.	Miles travelled by Passenger Trains.	GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Number of Goods Trains.	Miles travelled by Goods Trains.
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.		
		Tons.	*Tons.*	*Tons.*	*Tons.*	*Heads.*	*No.*	*No.*			
712,119	19,208,609	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	341,218	16,599,067½
877,394	19,955,321½	11,812,457¼	10,014,432½	2,643,246	19,137,193½	947,086	2,917,400	869,876	4,738,679	553,249	17,956,731½

Receipts from Mails.	Total Receipts from Passengers, Passengers' Luggage and Parcels, Carriages, Horses, Dogs, and Mails.	RECEIPTS FROM								TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
		GENERAL MERCHANDISE.	MINERALS.			LIVE STOCK.				Total from General Merchandise, Minerals, and Live Stock.
			Coal.	Other Minerals.	Total.	Cattle.	Sheep.	Pigs.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	4,667,932 15 0 *13,250 7 1¼	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5,212,865 19 3½	9,894,049 1 5½
208,489 9 3½	5,074,375 4 7¾ *†6,094 14 6	3,787,805 4 9½	536,635 1 1½	211,858 0 11	1,651,515 2 9	75,556 7 0½	49,028 7 3	25,697 6 7	261,962 3 0½	5,701,282 10 7	10,781,752 9 8

* Excess Fares, &c. † Exclusive of Receipts returned by the several Companies as "Tolls," "Rents," "Transfer Fees," "Canal Receipts," &c.

Board of Trade, Feb. 1857.

JAMES BOOTH.

ENGLAND.

TABLE showing the EXPENDITURE of RAILWAY COMPANIES during the Half Year ended 30th June 1856, derived from the HALF-YEARLY STATEMENTS of the several RAILWAY COMPANIES, and classified to as great an extent as the Statements have permitted.

NAME OF RAILWAY COMPANY.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	TOTAL.
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.							
	£	£	£	£	£	£	£	£	£	£	£	£	£
Ambergate, Nottingham, and Boston, and Eastern Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	616	- -	(a) 616
Birkenhead, Lancashire, and Cheshire Junction	6,918	10,252	618	809	1,890	5,307	- -	347	1,108	- -	(b) 9,695	7,706	44,650
Blackburn	1,530	- -	- -	- -	- -	- -	- -	122	159	- -	3,349	8,908	(c) 14,068
Blyth and Tyne	2,159	7,849	43	2,839	- -	1,283	- -	535	86	- -	(d) 6,647	609	22,050
Bodmin and Wadebridge	128	168	179	- -	- -	283	- -	7	2	- -	118	25	910
Bristol and Exeter	21,646	20,568	3,577		8,443	3,243	3,165	4,905	3,447	- -	12,495	20,548	(e) 102,037
Chester and Holyhead	9,310		26,268		5,729	5,613	2,365	1,825	1,867	- -	6,521	25,456	(f) 84,954
Cockermouth and Workington	144	502	- -	- -	733	- -	- -	40	31	- -	560	619	2,629
Colchester, Stour Valley, Sudbury, and Halstead (g)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	94	776	870
East Anglian (h)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	636	6,858	7,494
East Grinstead (i)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	73	73
East Lancashire	9,335	19,801	2,876	4,535	7,506	21,784	- -	2,739	1,560	- -	(k) 7,759	21,168	99,063
Eastern Counties	48,414		109,791		97,703		11,550	16,254	10,404	- -	25,942	62,754	382,812
Eastern Union	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	(l) 6,452	22,776	29,228
Exeter and Crediton	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	50	390	440
Furness	2,620	2,848	851		1,569		- -	278		- -	(m) 3,014	2,895	14,075
Gloucester and Dean Forest	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	99	467	566
Great Northern	49,326	92,625	6,750	18,511	27,970	55,144	- -	12,226	7,704	5,503	25,657	67,072	(n) 368,488
Great Western	51,484	63,957	29,480		49,570		12,689	15,624	15,102	2,500	42,972	181,913	(o) 465,291
Shrewsbury and Birmingham Section	7,619	6,988	2,875		4,746		- -	347	608	- -	4,931	4,666	32,780
Shrewsbury and Chester Section	12,614	11,219	4,371		6,939		- -	522	859	250	8,539	14,695	60,008
Hereford, Ross, and Gloucester (p)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	160	1,748	1,908
Horncastle	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	25	202	227
Hull and Holderness	409	- -	1,575		670	- -	- -	130	34	- -	848	1,433	5,099
Kendal and Windermere	414	607	- -	- -	- -	- -	- -	94	83	- -	999	1,396	3,593
Lancashire and Yorkshire	26,568	64,827	7,737	9,454	23,705	66,542	- -	8,522	4,953	1,457	35,989	68,239	(q) 317,993
Lancaster and Carlisle	7,436	28,846	2,868	8,907	4,196	6,327	1,282	2,898	1,662	- -	2,097	3,132	69,651
Lancaster and Preston	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	232	793	1,025
Leeds, Bradford, and Halifax	784	- -	- -	- -	- -	- -	- -	700	- -	- -	545	2,692	4,721
Llanelly	1,709	1,234	- -	511	383	- -	218	275	- -	667	1,106	816	6,919
London and Blackwall	1,045	3,419	617	- -	4,343	- -	427	2,106	1,505	- -	4,801	5,612	23,875
London and North-Western	63,700	218,314	25,099	29,066	76,761	249,550	25,735	32,553	23,407	8,985	49,873	221,006	(r) 1,024,049
London and South-Western	29,300	49,855	11,711		53,684		1,851	23,563		1,608	11,574	54,147	(s) 237,293
London, Brighton, and South Coast	23,652	45,576	11,899		30,312	16,893	- -	11,959	10,521	- -	4,981	40,518	196,311
Manchester, Buxton, Matlock, and Midlands Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	248	2,254	2,502

(a) Exclusive of Interest on Canal Debentures, amounting to 3,150*l*.
(b) Including 3,722*l*. for Bridgewater Trust River Toll.
(c) Working Expenses included in the Lancashire and Yorkshire.
(d) Including 1,426*l*. for Staiths and Shipping Expenses, and also 4,270*l*. for Wayleave, Rents, &c.
(e) Exclusive of 1,773*l*. for the Rental of the Somerset Central.
(f) Exclusive of 21,538*l*. for Steamboat Expenses.
(g) Line worked by Eastern Counties.
(h) Line worked and maintained by Eastern Counties.
(i) Line worked by the London, Brighton, and South Coast.
(k) Including Rent of the line between Clifton and Manchester.
(l) Including Rent to Stour Valley Company, and exclusive of 785*l*. for Rent of Stowmarket and Lark Navigations. Line worked by Eastern Counties.
(m) Including Loading and Shipping Minerals, &c.
(n) Exclusive of 13,266*l*. for the Expenses and Rentcharges of the Foss Dyke, Witham, and Louth Navigations.
(o) Exclusive of Rentcharges of the Gloucester and Dean Forest; Hereford, Ross, and Gloucester; and Wycombe Railways: and also exclusive of the Loss by the South Wales Company.
(p) Line worked by Great Western.
(q) Including 15,322*l*. part Working Expenses of the Preston and Wyre and Blackburn Railways. Exclusive of Manchester and Bolton Canal Charges, amounting to 942*l*.
(r) Exclusive of 28,333*l*. placed to the Renewal of Road Fund.
(s) Exclusive of 5,065*l*. for Steam Packet Renewal Fund.

TABLE showing the Expenditure of Railway Companies during the Half Year ended 30th June 1856, &c.—*continued.*

NAME OF RAILWAY COMPANY.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	TOTAL.
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.							
	£	£	£	£	£	£	£	£	£	£	£	£	£
Manchester, Sheffield, and Lincolnshire	14,586	37,225	1,909	5,188	33,799		- -	2,843	1,734	- -	13,707	61,891	(a)172,882
Maryport and Carlisle	1,629	5,571	1,900		378	1,283	- -	605	265	43	1,955	2,351	15,980
Middlesbrough and Guisbrough	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	315	458	773
Midland	54,783	134,087	44,493		84,743		- -	16,322	7,603	3,182	28,081	87,641	460,935
Monmouthshire Railway and Canal	8,008	9,749	1,097		4,810		2,332	1,371	112	180	3,631	4,290	35,580
Newcastle-upon-Tyne and Carlisle.	—	—	—	—	—	—	—	—	—	—	—	—	—
Newport, Abergavenny, and Hereford	2,164	5,055	447		1,380	2,163	- -	292	143	42	1,718	5,686	19,090
Norfolk (b)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	638	1,644	2,312
North and South-Western Junction	501	- -	- -	- -	76		- -	57	26	- -	378	311	1,349
North Devon	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	392	3,333	3,725
North-Eastern	52,098	(c)134,255	52,070		69,927		6,293	15,954	7,621	1,495	27,345	147,203	(d)514,261
North London	1,353	12,389	1,748	- -	7,063		- -	849	1,230	- -	6,481	7,252	38,365
North Staffordshire	8,662		24,160		- -	- -	- -	892	1,437	321	22,727	26,492	(e) 84,691
North-Western	- -	- -	- -	- -	- -	- -	- -	22	- -	- -	1,071	140	1,233
Oxford, Worcester, and Wolverhampton	8,260	- -	2,653	- -	36,909		- -	1,033	1,435	- -	(f) 10,316	26,533	(g) 87,139
Port Carlisle Dock and Railway	629	727	116	18	678		- -	149	6	- -	1,806	- -	(h) 4,129
Preston and Longridge.	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Helen's Canal and Railway	1,310	4,548	- -	494	1,395	2,286	452	513		122	1,098	6,944	(i) 19,162
Shrewsbury and Hereford (k).	—	- -	—	—	—	—	—	—	—	—	- -	—	—
Shropshire Union Railways and Canal	4,303	4,808	1,603		4,162		- -	65	222	4	505	15,995	(l) 31,667
Somerset Central (m)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	150	467	617
South Devon	6,259	13,104	2,831	- -	4,829		1,162	997	1,187	339	2,736	14,065	47,509
South-Eastern	43,257	58,353	22,309		29,425	31,431	4,963	18,783	12,378	11,812	13,911	65,353	(n)311,975
South Staffordshire. (o)	—	—	—	—	—	—	—	—	—	—	—	—	—
South Wales	13,840		50,520		7,365	- -	2,817	1,567	1,388	249	9,154	25,908	112,808
South Yorkshire and River Dun Company	1,177		6,825		3,740		- -	871	142	36	5,673	8,974	(p) 27,438
Stockton and Darlington	13,491	35,317	641	15,199	1,695	4,497	1,443	2,355	- -	- -	9,293	10,367	(q) 94,798
Taff Vale	12,099	13,193	5,387		6,831		1,558	4,786	425	15	14,286	5,506	64,086
Vale of Neath	2,866	4,287	2,340		2,693		- -	397	66	61	3,132	4,005	(r) 19,847
Warrington and Stockport	- -	1,274	- -	- -	691		- -	107		- -	270	1,482	3,824
West Cornwall	(s) 1,908	2,228	623		3,197		- -	351	129	57	1,494	3,747	13,734
West Hartlepool Harbour and Railway	—	—	—	—	—	—	—	—	—	—	—	—	—
Whitehaven and Furness Junction	856	1,437	1,633		817		- -	78	120	- -	694	3,376	9,011
Whitehaven Junction	535	3,601	- -	- -	751	- -	167	140	112	- -	505	1,116	6,927
TOTAL	632,838		1,700,684		1,187,835		80,469	332,853		38,928	463,116	1,397,392	5,834,115

(a) Including Half of Traffic Charges of the Manchester, South Junction, and Altrincham Railway. Exclusive of Canal Expenses and Annuities.
(b) Line worked by Eastern Counties.
(c) Includes the Hull and Holderness, and Bedale and Leyburn Railway Companies Locomotive Expenses; and also the Expense of Stationary Engines.
(d) Exclusive of Shipping Expenses, amounting to 9,718*l.*
(e) Exclusive of Canal Charges.
(f) Including 1,268*l.* Half Year's Rent of Stratford and Moreton Railway.
(g) Exclusive of 3,062*l.* expended for Stourbridge Canal.
(h) Exclusive of Harbour Expenses, amounting to 691*l.* Yearly Account.
(i) Exclusive of 1,683*l.* for Canal Charges.
(k) Line rented by Mr. Brassey. No Revenue Account.
(l) Exclusive of 60,907*l.* for Canal Charges.
(m) Line worked by Bristol and Exeter.
(n) Exclusive of Rent for Greenwich Railway, Deptford Creek Bridge, and Angerstein Branch; and also exclusive of 20,700*l.* for Steam Packet Expenses.
(o) No Account of Expenditure. Line rented by Mr. M'Clean.
(p) Exclusive of 17,817*l.* for Navigation Expenses.
(q) Exclusive of 1,189*l.* for Shipping Expenses.
(r) Exclusive of 1,045*l.* for Briton Ferry Wharf Account.
(s) Including Inclined Planes.

SCOTLAND.

TABLE showing the EXPENDITURE of RAILWAY COMPANIES during the Half Year ended 30th June 1856, derived from the HALF-YEARLY STATEMENTS of the several RAILWAY COMPANIES, and classified to as great an extent as the Statements have permitted.

NAME OF RAILWAY COMPANY.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	TOTAL.
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.							
	£	£	£	£	£	£	£	£	£	£	£	£	£
Caledonian	16,794	50,654	3,111	11,856	12,304	20,054	4,815	8,518	2,437	1,450	18,165	62,327	212,485
Caledonian and Dumbartonshire	401	761	46	176	372	473	- -	157	72	- -	1,306	- -	3,764
Crieff Junction	- -	- -	- -	- -	(a) 1,562	- -	- -	- -	54	- -	180	242	2,038
Deeside (b)	1,412	1,323	175	143	514	690	49	137	90	- -	1,522	1,957	8,012
Dundee and Arbroath	1,231	1,529	291	344	1,360	877	91	180	275	- -	2,044	795	9,017
Dundee and Newtyle	238	(c) 1,042	78	205	244	1,197	- -	2	83	- -	1,410	- -	4,499
Dundee and Perth and Aberdeen Junction	1,090	1,786	167	387	599	3,327	- -	182	112	- -	2,010	5,967	15,627
Edinburgh and Bathgate (d)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	156	1,590	1,746
Edinburgh and Glasgow	(e) 8,541	(f) 19,634	4,242	7,947	4,711	8,092	- -	2,517	1,676	- -	(g) 6,191	24,915	88,466
Edinburgh, Perth, and Dundee and Scottish Central	10,556	(h) 20,622			8,101	16,669	- -	4,067	218	- -	6,864	25,414	(i) 92,511
General Terminus and Glasgow Harbour	97	379			- -	804	- -	- -	- -	- -	423	- -	1,703
Glasgow and South-Western	14,966	25,867	2,911	8,173	2,977	8,512	737	2,100	1,335	- -	8,693	23,277	99,548
Great North of Scotland.	—	—	—	—	—	—	—	—	—	—	—	—	—
Inverness and Nairn	- -	693	17	18	481	63	114	21	139	- -	721	763	3,030
Leven	165		257		394		- -	71	32	- -	124	101	1,144
Monkland	2,311	(k) 5,607	84	1,769	563	- -	518	464	37	- -	2,123	2,971	16,447
Morayshire	—	—	—	—	—	—	—	—	—	—	—	—	—
North British	12,523	21,282	1,894	2,129	13,581		- -	1,875	1,794	- -	6,964	25,839	87,881
Peebles	578		1,084		419		- -	242		- -	381	537	3,241
St. Andrews	191		552		126	90	- -	- -	- -	- -	158	93	1,210
Scottish North-Eastern (Including Perth and Dunkeld.)	5,189	17,680	1,956	2,816	10,030		918	1,294	1,074	- -	5,069	18,503	64,529
Stirling and Dunfermline (l)	- -	- -	- -	- -	- -	- -	- -	559	- -	- -	2,729	3,455	6,743
TOTAL	76,283	221,687			119,186		7,242	31,814		1,450	67,233	198,746	723,641

(a) Traffic Charges include Maintenance of Way and Locomotive Working and Repairs.
(b) Yearly Account.
(c) Including "Law," "Balbeachly," and "Hatton" Engines and Inclines.
(d) Line leased to Edinburgh and Glasgow.
(e) Including 1,041*l.* for the Maintenance of Way of the Stirling and Dunfermline Railway.
(f) Includes 1,496*l.* for Expense of Glasgow Incline.
(g) Exclusive of 15,150*l.* for Rents of Edinburgh and Bathgate and Stirling and Dunfermline Railways. Exclusive of Canal Charges.
(h) Includes 1,056*l.* for Edinburgh Tunnel Incline.
(i) Exclusive of 7,530*l.* for the Expense of Ferries.
(k) Includes 1,065*l.* for Inclines.
(l) Working Expenses included in Edinburgh and Glasgow.

IRELAND.

TABLE showing the EXPENDITURE of RAILWAY COMPANIES during the Half Year ended 30th June 1856, derived from the HALF-YEARLY STATEMENTS of the several RAILWAY COMPANIES, and classified to as great an extent as the Statements have permitted.

NAME OF RAILWAY COMPANY.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	TOTAL.
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.						
	£	£	£	£	£	£	£	£	£	£	£	£
Belfast and Ballymena	1,053	3,842	155	300	961	1,549	411	285	- -	1,028	2,891	12,475
Belfast and County Down	341	365	49	66	1,759		- -	71	- -	315	- -	2,966
Cork and Bandon	441		1,211		837	- -	- -	305	39	420	1,010	4.263
Cork Blackrock, and Passage	274	861	53		428		- -	314	- -	284	1,001	3,215
Dublin and Belfast Junction	1,899	4,155	769		1,369		- -	1,211	477	1,468	5,688	17,036
Dublin and Drogheda	2,966	6,598	977		2,485	1,165	- -	345	- -	965	5,314	20,815
Dublin and Kingstown.	—	—	—	—	—	—	—	—	—	—	—	—
Dublin and Wicklow	854		2,264		2,009		- -	486	- -	1,073	2,724	9,410
Dundalk and Enniskillen	598	1,357	833		1,033	831	- -	76	- -	525	1,685	6,938
Great Southern and Western	8,401	(a) 37,155	4,452		16,922		708	2,748	819	2,800	10,139	84,144
Irish South-Eastern	- -	- -	- -	- -	- -	- -	- -	- -	- -	718	606	(b) 1,324
Killarney Junction	- -	- -	- -	- -	- -	- -	- -	94	- -	551	2,489	(c) 3,134
Londonderry and Coleraine.	—	—	—	—	—	—	—	—	—	—	—	—
Londonderry and Enniskillen.	—	—	—	—	—	—	—	—	—	—	—	—
Midland Great Western of Ireland	3,867		10,309		4,525		- -	678	299	2,834	10,931	(d) 33,443
Newry and Enniskillen	92		229		417		- -	2	- -	255	- -	995
Newry, Warrenpoint, and Rostrevor	24	240	1	- -	490		- -	9	- -	244	791	1,799
Ulster	938	4,078	569		5,171		- -	1,158	53	1,390	4,423	17,780
Waterford and Kilkenny	875	2,308	157		1,409		- -	73	49	154	2,756	7,781
Waterford and Limerick	2,357	5,630	812		2,977		- -	505	59	3,293	6,536	22,169
Waterford and Tramore	212		706		200		- -	- -	105	670	321	2,214
TOTAL	25,192		90,501		46,537		1,119	8,360	1,900	18,987	59,305	251,901

(a) Includes 5,076*l.* received for working the Irish South-eastern and Killarney lines.
(b) Exclusive of 2,519*l.* paid to the Great Southern and Western Railway Company for working the line.
(c) Exclusive of 2,500*l.* paid to the Great Southern and Western Railway Company for working the line.
(d) Exclusive of 2,222*l.* for Royal Canal Expenditure.

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For Her Majesty's Stationery Office.

RAILWAY COMPANIES.

RETURN to an Address of the Honourable The House of Commons, dated 4 February 1856;—*for*,

"RETURNS of the Number of PROPRIETORS in each RAILWAY COMPANY in the UNITED KINGDOM, incorporated by Act of Parliament, on the 31st day of December 1855."

"Of the Number of GENERAL and SPECIAL GENERAL MEETINGS of PROPRIETORS of each COMPANY held in the Three preceding Years:"

"And, of the Number of STAMPED PROXY PAPERS deposited with the Secretary by the Proprietors for use at each of such Meetings."

(*Mr. James MacGregor.*)

Ordered, by The House of Commons, *to be Printed*,
23 *May* 1856.

RETURNS of the Number of Proprietors in each Railway Company in the United Kingdom, incorporated by Act of Parliament, on the 31st day of December 1855:—Of the Number of General and Special General Meetings of Proprietors of each Company held in the Three preceding Years:—And, of the Number of Stamped Proxy Papers deposited with the Secretary by the Proprietors for use at each of such Meetings.

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Aberdare	20	25 February 31 August	nil -	nil	nil	28 February 30 August	nil -	nil	nil	28 February 31 August.	nil	nil	nil.	
Aberdare Valley	20	nil	nil	nil	nil	nil	nil	nil	nil	1 August	nil	nil	nil.	
Aberdeen	965	19 April 28 October	- 18	3 March 30 May 5 August.	- 24	15 March 26 October	- 74	6 July -	241 -	18 April 19 September	20 65			
Abingdon	55	-	-	-	-	-	-	-	-	13 July.				
Ambergate, Nottingham and Boston, and Eastern Junction Railway and Canal.	1,014	28 February 31 August	121 nil	9 July	121	28 February 31 August	15 1	- 20 May	- 21	28 February 29 August	18 59	7 March	18	
Arbroath and Forfar	331	28 March	nil	nil	nil	27 March	nil	nil	nil	26 March	nil	nil	nil	- - The Arbroath and Forfar Railway is leased in perpetuity to the Aberdeen Railway Company, and is worked by them.
Ayr and Dalmellington	33	22 February 23 August	6 3	20 June	7	14 February 29 August	6 9	-	-	20 February 28 August	11 9	28 May	11	- - Previous to 4 August 1853 this Company was called "The Ayr and Galloway (Smithstown and Dalmellington) Railway Company."
		Note.—These proxies were necessary to secure a legal quorum at the above meetings, and were taken and used for no other purpose.												
Ayr and Maybole Junction	87	-	-	-	-	26 September	2 Stamped proxies lodged, but not used.	-	-	30 March and 25 September.	-	-	-	- - Act of Incorporation passed on 10 July 1854.
Ayrshire Bridge of Weir and Port Glasgow Junction.	10	nil	nil	Extinct several years ago.										

Bagenalstown and Wexford -	18	- - -	- -	- - -	- -	- - -	- -	1st after passing of Act of Incorporation, 28 Sept.	- -	- - -	- -	31 March. 27 September.										
Ballymena, Ballymoney, Coleraine and Portrush Junction.	38	2 August - and 29 August -	- - 13	- - -	- -	- - -	- -	- - -	- -	- - -	- -	9 August -	9									
Banbridge, Newry, Dublin and Belfast Junction.	72	- nil -	- nil -	- nil -	- nil -	15 February 25 September	9 - nil -	- nil - - nil -	- nil - - nil -	26 March - 29 September	- nil - 3	- nil - - nil -	- nil - - nil.									
Banff, Macduff and Turriff Junction	285	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	14 September	- nil -	- nil -	- nil -									
Bangor and Caernarvon - -	14	- - -	- -	3 January - 6 October -	4 2	- - - - - -	- - - -	8 June - 5 September	2 - -	7 February. 31 August.												
Bedale and Leyburn - - -	136	- - -	- -	- - -	- -	- - 11 Jan.	- nil -	- - -	- -	19 February	- nil -	9 October -	3									
						adjourned to 10 February	- nil -	- - -	- -	27 August -	- nil -	13 November	2									
						25 August -	- nil.															
Belfast and Ballymena - -	260	28 May - 28 November	- nil - - nil -	- nil - - nil -	- nil - - nil -	29 May - 30 November	- nil - - nil -	- nil - - nil -	- nil - - nil -	30 May - 29 November	- nil - - nil -	- nil - - nil -	- nil. - nil.									
Belfast and County Down - -	252	28 February 18 August -	15 28	- nil - - - -	- nil - - - -	28 February 31 August -	- nil - 26	12 July - 17 July - 3 October -	33 30 28	28 February 31 August -	12 38	20 April -	55									
Bideford Extension - - -	74	24 August -	- nil -	- nil -	- nil -	27 February 30 August -	- nil - - -	- nil - - - -	- nil - - -	21 February 29 August.	- nil -	- nil -	- nil.									
Birkenhead, Lancashire and Cheshire Junction.	1,036	26 February 13 August -	- nil - - nil -	- nil - - nil -	- nil - - nil -	25 February 26 August -	- nil - 282	- - - 21 October -	- - - - nil -	28 February 25 August -	338 - nil.	- nil -	- nil.									
Birmingham, Wolverhampton and Stour Valley.	259	23 February 29 August -	- - - nil -	- - - - nil -	- - - - nil -	February - 21 August -	- - - nil -	- - - - nil -	- - - - nil -	26 Feburary. 20 August -	- nil -	- nil -	- nil.									
Blackburn - - - -	750	28 February 29 August -	- nil - - -	28 February - - -	- nil - - - -	27 February 28 August -	- - - nil -	- - - - nil -	- - - - nil -	28 February } 27 August }	- nil.											
Blyth and Tyne - - -	136	28 February 23 August -	- - - -	25 June - - - -	3 - -	27 February - - -	17 - -	15 April - 28 August -	15 - -	27 August - 28 February.	- - - -	5 June -	7									
Bodmin and Wadebridge - -	29	10 May - 21 November	1 1	- - - - - -	- - - - - -	15 May - 27 November	1 1	- - - - - -	- - - - - -	15 May - 20 November	1 1											
Bognor - - - - - -	9	- nil -	- nil -	- nil -	- nil -	10 March - }	- nil -	- nil -	- nil -	27 February }	- nil -	- nil -	- nil.									
		The first meeting of the Company was held in 1854, the Company only having been incorporated on 14 June 1853.				30 August }				31 August }												
Border Counties (North Tyne Section.)	202	- - -	- -	- - -	- -	- - -	- -	- - -	- -	20 March. 28 August.												

The first meeting of the Proprietors of this Company was held on 15 February 1854.

Company incorporated 15 June 1854.

(continued)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Boston, Sleaford and Midland Counties.	- -	- nil -	(Company incorporated 20 Aug. 1853)			18 February 19 Sept. -	- - - -	- - - - - -	- - - -	16 February. 28 August.				
Bradford, Wakefield and Leeds -	90	- - -	- nil -	- nil -	- nil -	7 Nov. -	- nil -	15 July - 20 July. 25 July. 6 October. 4 Nov. 7 Nov. 21 Dec.	- nil -	- - Second Wednesday in August, and second Wednesday in February in each year.	- nil -	- - The last Monday in each month.	- nil -	- - The finance committee and land and construction committee meet as circumstances may require.
Bridgewater and Taunton Canal, and Stolford Railway and Harbour.	47	17 August -	1	- nil -	- nil -	25 October 31 October (adjourned from 25th.)	1	- nil -	- nil -	15 August -	1	- nil -	- nil.	
Bridport - - - - -	229	- - -	- -	- - -	- -	- - -	- -	- - -	- -	9 July - 26 July - 27 Sept. -	2 - nil. - nil.			
Bristol and Exeter - - -	1,844	24 February 25 August -	- - - -	- - - - - -	- - -	23 February 24 August -	- - - -	- - - - - -	- - - -	22 February 23 August -	- - - -	22 February 25 April - 16 May - 6 June -	34 54 38 20	
Briton Ferry Floating Dock -	18	25 February 31 August -	- nil - - nil -	- nil - - nil -	- nil - - nil -	25 February 30 August -	- nil - - nil -	- nil - - nil -	- nil - - nil -	28 February 29 August -	- nil - - nil -	- nil - - nil -	- nil. - nil.	
Buckinghamshire - - -	959	18 February 12 August -	- - - -	- - - - - -	- - - -	22 February 11 August -	- - - -	- - - - - -	- - - -	23 February. 12 August.				
Caledonian - - - - -	2,782	22 March - 20 Sept. -	191 202*	15 June - - - -	12* - -	22 March - 22 Sept. -	- - 1,418	22 March - 15 June - 5 July - 25 July -	- - - - 285* 746†	27 March - 25 Sept. -	- - 804	16 January -	57*	* Proxy papers not employed in the vote. † Meeting dissolved by Chairman (no business).
Caledonian and Dumbartonshire Junction.	121	28 February 31 August -	- nil - 6	20 June - - - -	3 - -	28 February 30 August -	- nil - 12	25 Nov. - - - -	15 - -	28 February 29 August -	5 - nil.	8 June -	25	
Cannock Mineral - - -	- No Return received.													
Carlisle and Silloth Bay Railway and Dock.	238	- - -	- -	- - -	- -	- - -	- -	- - -	- -	15 August -	- nil -	- nil -	- nil.	

Carmarthen and Cardigan	215															12 January	3						-- No special general meetings have been held.
																14 Sept.	9						
Caterham	No Return received.																						
Chard	139	30 Nov.	3	18 July	1	8 Nov.	nil	nil	nil							1 August (adjourned.)	nil	nil	nil				-- A suit in Chancery has been instituted by the mortgagees of this Company, and a receiver of the estate and effects, tolls, rents, &c. of the Company has been appointed, and is now in possession.
		1 Dec.	3	5 Sept.	2	15 Nov.	nil.																
Chester and Holyhead	1,198	9 March	1			18 March	1	26 June	6							7 March	12	24 May	9				
		7 Sept.	1			19 Sept.	1	(Wharncliffe)								27 March (adjourned).		28 May (Wharncliffe).	20				
																27 April (adjourned).							
																20 Sept.	1						
Cockermouth and Workington	179	29 January and	nil	nil		nil		31 January and	nil	nil	nil					30 January and	nil	nil	nil.				
		30 July	nil	nil		nil		29 July	nil	nil	nil					31 July	4	nil	nil.				
Colchester, Stour Valley, Sudbury and Halstead.	168	16 February	1	-- None held during this year.		15 February	nil	-- No special meeting this year.								14 February	1	16 April	2				-- Should the stamp duty on proxies be lowered, I believe, from my facilities of observation in this Company, that a large body of the Shareholders would avail themselves of the power, now virtually useless. It is apparent from the above return that in this Company the duty is prohibitory, and a proxy is only resorted to when any very important question is likely to arise. —*F. B. Philbrick*, pro Sec.
		5 August	nil.			9 August	1									1 August	1						
Coleford, Monmouth, Usk and Pont-y-Pool.	80	14 Sept.	nil	nil		nil		22 August	nil	nil	nil					30 August	nil	nil	nil.				
Cork and Bandon	310	9 February	10	20 May	17	8 February	49	24 May	13							14 February	56	nil.					
		10 August	31	10 June (adjourned from 20 May).		9 August	197	9 August	180							8 August	11						
				2 August	16																		
				7 Sept.	16																		
Cork and Youghal	667	15 February		16 February		23 February		6 March	17							28 February	17	21 May	24				
		30 August		30 August		30 August	18									31 August	13						
Cork, Blackrock and Passage	186	31 May	nil	nil		nil		31 May	nil	nil	nil					31 May	nil	nil	nil.				
		30 Nov.						30 Nov.								30 Nov.							
Cornwall	701	26 February	nil					25 February	nil	3 March	17					28 February		28 February					Proxy papers not used.
		27 August	nil					30 August	nil							4 August		17 May	15				
Crieff Junction	151	13 October	nil	nil		nil		27 April	nil	nil	nil					26 April	nil	nil	nil				-- The Act was passed in August 1853. The return shows all the meetings of Shareholders which have since been held.
								21 Sept.	nil	nil	nil					25 October	nil	nil	nil.				(*continued*)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855, of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Cromford and High Peak	126	16 June	nil	—	—	22 June	nil	7 September 18 December.	nil	—	nil	24 May 8 August.	nil.	
Darenth Valley	— — The Directors of the Company regret that they are unable to make this Return, in consequence of their Minute, and all other Books, and also all their Papers, being detained by a late Secretary of the Company, who has declined, upon application being made to him, to fill up the Return.													
Darlington and Barnard Castle	297	—	—	—	—	27 July	—	—	—	6 February 9 August.	—	22 November.		
Dearness Valley, incorporated in 1855.	16	—	—	—	—	—	—	—	—	23 August	nil.			
Deeside	107	26 October	nil	25 March 24 June	— 1	24 October	nil	—	—	24 October	nil.			
Dowlais Branch, joining the Taff Vale Railway.	— Geo. T. Clark, Esq., H. A. Bruce, Esq., M. P., being the Trustees of the Dowlais Iron Company.	nil	—	nil	—	nil	—	nil	—	nil	—	nil	—	— This is a mere Branch Railway, constructed under an Act of Parliament; but only used by the Dowlais Iron Company, for the conveyance of goods and iron.
Dublin and Belfast Junction	839	16 February 24 August	— —	15 June 11 July	— —	15 February 23 August	— —	nil —	— —	28 February 22 August.	—	10 November	—	— No record having been kept of proxies, it is impossible now to give any particulars respecting them. But Mr. Bourne, the present Secretary of the Company, who has filled that situation only since 8th September 1855, believes that there has not been on any occasion necessity to use any proxies, though they have been from time to time furnished, so as to be available, if requisite.
Dublin and Drogheda	497	25 February 1 Sept.	18 6	—	—	2 March 31 August	17 7	—	—	1 March 30 August	19 1			
Dublin and Kingstown	269	9 April 8 October	nil —	nil —	nil —	10 April 7 October	nil —	10 April 17 June	nil —	14 April 6 October.	nil	nil	nil.	
Dublin and Wicklow	525	16 February 6 August	17 nil	29 October	7	22 February 29 August	36 6	10 April 5 May 14 June 4 December	86 169 23 8	26 February 7 August.	188 2		nil.	

Dublin, Belfast and Coleraine Junction.	- - No Return received.													
Dundalk and Blackrock - -	23	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	26 December	- nil -	- nil -	- nil.	
Dundalk and Enniskillen - -	255	22 February 30 August -	23 29	- - - 30 August - 4 November	- nil - 29 2	25 February 29 August -	23 - nil -	- nil - - nil -	- nil - - nil -	27 February 31 August -	8 4	24 May - 31 August -	3 3	
Dundee and Arbroath - -	377	1 June - 28 December	- nil - - -	- nil - - - -	- nil - - -	7 June - 27 December	- nil - - -	- nil - - - -	- nil - - -	6 June - 26 December	- nil - 2	17 September	60	
Dundee and Newtyle - -	192	- - The Company has held no Meetings since 1847.												
Dundee and Perth and Aberdeen Railway Junction.	395	28 February 30 August -	- nil - 2	17 May - - - -	- nil - - -	28 February 30 August -	- nil - 6	- nil - - - -	- nil - - -	28 February 31 August -	6 3	- nil -	- nil.	
Dursley and Midland Junction -	77	- - The Company's Act received the Royal Assent, 25 May 1855.					- -	- - -	- -	2 August -	- nil -	- - no special general meeting has ever been held.		
East Anglian - - - -	1,103 on 26 Feb. 1855.	26 February 14 September	- - No poll and no record kept.	6 July -	- - No poll and no record kept.	31 March - 29 September	- - No poll and no record kept.	6 July -	- - No poll and no record kept.	29 March - 11 September	- - No poll and no record kept.	- nil -	- nil.	
East Grinstead - - -	60	1 October -	- nil -	- nil -	- nil -	27 February 28 August -	- nil - - nil -	- nil - - ni -	- nil - - nil -	27 February 28 August -	- nil - - nil.	7 May -	- nil.	
East Kent - - - -	- - No Return received.													
East Lancashire - - -	2,450	16 February 10 August -	- - - -	20 June - - - -	6 - -	22 February 16 August -	- - - -	1 May - 16 August -	19 - -	23 February 15 August.	- -	23 February.		
East Lincolnshire - - -	610	25 February	- -	- nil -	- -	24 February	- -	- nil -	- -	27 February	- -	25 May -	5	
East of Fife - - - -	75	- - -	- -	- - -	- -	- - -	- -	- - -	- -	29 August -	4	29 August -	4	- - The Company was only incorporated on 23d July 1855.
East Suffolk, late the Halesworth, Beccles and Haddiscoe.	282	28 February 29 August -	- nil - - nll -	10 December - - -	8 - -	27 February 3 August -	- nil - - nil -	31 May - - - -	4 - -	26 February 30 August -	- nil - - nil.	- nil -	- nil.	
Eastern Counties - - -	8,514	25 February 25 August -	- nil - - nil -	18 May - 19 July - 19 December	- nil - - nil - - nil.	24 February 29 August -	- nil - - nil -	6 July - - - -	- nil - - -	27 February 31 August - adjourned to 26 October; adjourned to 7 December.	- nil - - nil.	13 July -	- nil.	
Eastern Union - - -	700	25 February 26 August adjourned to 9 September.	160 32	- - - 26 August - 16 December 19 December	- - 32 87 89	24 February 30 August -	59 40	6 July - - - -	45 - -	23 February 31 August -	116 84			
Edinburgh and Bathgate - -	608	12 March - 2 September	2 - nil -	- nil - - - -	- - - -	17 February 15 August -	1 - nil -	- nil - - - -	- - - -	16 February 11 August.	- nil -	- nil.		

(continued)

Returns of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Edinburgh and Glasgow	1,849 on 30 Oct. 1855.	1 March 6 Sept.	80 80	15 June	2	7 March 12 Sept.	90 114	5 July 14 July	150 49	20 March 18 Sept.	106 94	4 June 8 June 24 October	62 62 10	
Edinburgh, Perth and Dundee	1,750	10 March 9 Sept.	2	24 June	8	9 March 1 Sept.	12 1			28 February 30 August.		7 June	8	
Exeter and Crediton	170	21 February 23 August	nil nil			27 February 11 August	nil nil			23 February 29 August	nil. nil.			
Exeter and Exmouth	143									17 Sept.	nil			Act of Incorporation passed 2 July 1855.
Fife and Kinross	225	nil	nil	nil	nil	nil	nil	nil	nil	15 Sept.	nil	nil	nil	The Act incorporating the Fife and Kinross Company was only passed on 15 July 1855.
Fleetwood, Preston and West Riding Junction.	230, exclusive of holders of forfeited shares.	24 February	nil	nil	nil	27 February quorum not present.	nil	nil	nil	26 February quorum not present.	nil	nil	nil.	
		29 August	nil	nil	nil	30 August quorum not present.	nil	nil	nil	27 August quorum not present.	nil	nil	nil.	
Forth and Clyde Junction	195	24 Sept. nil	nil nil	nil nil	nil nil	31 March 28 Sept.	nil nil	nil nil	nil nil	30 March 28 Sept.	nil nil	3 August 7 December	nil. 12	
Forth and Clyde Navigation	Company state that the Return does not apply. No Return.													
Frome, Yeovil and Weymouth	No Return received.													
Furness	82	18 February 26 August	nil 1	3 May 22 June	nil 5	23 Feb. 10 August	nil nil			20 February 10 August	nil nil	23 May 15 June 13 December	2 3 10	
General Terminus and Glasgow Harbour.	111	29 March 27 Sept.				29 March 29 Sept.		15 June	43	30 March 28 Sept.	3			
Glasgow and South Western	2,060	9 March 6 Sept.	nil	20 June	12*	8 March 6 Sept.	nil	13 June	nil	7 March 5 Sept.	nil	23 May 26 December.	nil	* The proxies were taken for the purpose of securing a legal quorum for the despatch of business.

Glasgow, Dumbarton and Helensburgh.	208	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	11 Sept.							
Gloucester and Dean Forest -	312	9 February 13 August -	- nil - - nil -	- nil - - - -	- nil - - -	- nil - - -	- nil - - -	11 February 12 August -	- nil - - nil -	- nil - - nil -	- nil - - nil -	10 February 11 August -	- nil - - nil -	- nil - - nil -	- nil. - nil.				
Great Northern - - -	6,132	26 February 20 August -	- nil - - -	26 February - - -	2,512 - -	25 February 26 August -	- nil - - nil -	6 June - *22 June - *29 June.	43 - -	28 February 25 August -	- nil - - nil.	25 May -	25						* Adjournment from the 6th June.
Great North of England, Clarence and Hartlepool Junction.	106	1 Sept. -	9	- - -	- -	24 August -	7	- - -	- -	23 August -	7	- - -	- -						- - This undertaking is leased for 999 years to the North Eastern Railway Company.
Great North of Scotland - -	680	25 November	- nil -	7 October 25 Nov. -	- nil - - nil -	30 Nov. - - - -	- nil - - -	23 June - 30 Nov. -	1 - nil -	29 October - - - -	7 - -	27 April - 22 August - 29 October	1 - nil. 7						
Great Southern and Western -	2,580	19 February 27 August -	18 21	20 June - - - -	28 - -	25 February 26 August -	25 15	- - -	- -	24 February 26 August -	16 8	17 Nov. -	27						
Great Western - - -	10,350	17 February	- nil -	16 June -	28	16 February adjourned 22 February.	- nil -	16 February adjourned 22 February.	- nil -	15 February	- nil -	15 February adjourned 1 March.	- nil.						
		18 August -	- nil -	- - -	- -	17 August -	- nil -	8 June - adjourned 22 June.	22	16 August -	- nil -	19 April - adjourned 3 May; adjourned 17 May.	10						
Great Western and Brentford -	82	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	6 Dec. -	- nil -	- nil -	- nil.						
Hampstead Junction - - -	7	15 November	1	- - -	- -	28 February 30 August -	- nil - - nil -	- - -	- -	28 February 22 August -	- nil. - nil.								
Hartlepool Dock and Railway -	350	25 August -	- -	- - -	- -	24 August -	- -	- - -	- -	24 August -	- -	1 May -	- -						- - This undertaking is leased to the North Eastern Railway Company to 1879.
Hayling Bridge and Causeway -	- The Hayling Bridge and Causeway Railway Act ceased to exist by effluxion of time, and nothing has ever been carried out under the powers conferred by Parliament.																		
Hereford, Ross and Gloucester -	522 ordinary shareholders, 50 preference shareholders.	26 February 30 August -	- nil - - nil -	30 June - - - -	- nil - - -	28 February 29 August -	- nil - - nil -	7 June - 13 Sept. -	4 - nil -	20 February 14 August -	6 - nil -	- nil - - nil -	- nil. - nil.						
Hertford and Welwyn Junction -	89	- - -	- -	- - -	- -	30 Sept. -	- nil -	- nil -	- nil -	25 June -	- nil -	25 June -	1						
Horncastle - - - -	164	- - -	- -	- - -	- -	21 Sept. -	- -	- - -	- -	31 March - 17 Sept. -	- - - -	11 January 18 July.	6						
Hull and Holderness - - -	111	30 July -	- nil -	24 Dec. -	- nil -	23 February 29 August -	54 - nil -	- - -	- -	20 February 2 August.	9								

(continued)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued*.

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Inverness and Nairn	219	No Meetings				21 Sept.	nil			28 April 31 October	nil 2	19 June	2	
Inverury and Oldmeldrum Junction	141									13 Sept.	nil			Act passed 15 June 1855.
Irish South Eastern	223	30 March 29 Sept	5 4	30 March	5	30 March 9 Sept.	4 23	31 May 9 Sept.	35 23	31 March 26 Sept.	29 8			
Jedburgh	155									14 July				Act passed in May 1855.
Kendal and Windermere	84	26 January 27 July	nil	none held	nil	26 January 27 July		nil	nil	25 January 26 July	nil nil.	none held	nil.	
Kilkenny and Great Southern and Western.	No Return received.													
Killarney and Valentia	The powers of the Killarney and Valentia Railway Company having expired, no Meetings were held within the Periods mentioned in this Return.													
Killarney Junction	258	31 May 30 November	8 7	9 February	16	31 May 25 November	9 1	nil	nil	31 May 29 November	nil nil.	4 Sept.	18	
Kilmarnock and Troon	4	4 November	2	nil	nil	20 October	2	nil	nil	2 November	2	nil	nil.	
Lancashire and Yorkshire	4,875	2 March 7 Sept.	158 nil	nil	nil	1 March 6 Sept.	nil nil	3 May 5 June 6 Sept.	nil	7 March 5 Sept.	nil	30 May 14 June *adjourned to 12 July.	nil. 105	* This is the only occasion on which the proxies recorded in this Return were made use of. † This Company's Acts of Parliament do not require proxy papers to be deposited at the Company's office prior to the meeting. This is the only case within the three years when proxies were used at this Company's meetings.
Lancaster and Carlisle	753	4 March 31 August				3 March 31 August				7 March 12 Sept.	345†	7 November		
Lancaster and Preston Junction	518	19 Sept.		21 March		18 Sept.		20 March		27 Sept.		26 March.		
Leeds, Bradford and Halifax Junction.	92	1 February 5 August	nil nil	nil	nil	3 February 4 August	2 nil	5 June	10	2 February 25 May. 31 August 30 November	nil. 4 nil.			

Leominster and Kington	353	- - -	- - -	- - -	- - -	10 August	- - -	14 November	- - -	20 Feb. - 20 August.	- - -	- - -	- - -	- - No stamped proxy papers have been deposited with the Secretary since the Company has been incorporated.
Leven	87	29 March - 31 October -	- - -	- - -	- - -	28 April - 30 October -	- - -	- - -	- - -	16 April - 29 October -	- - -	19 May -	3	
Limerick and Castleconnell	98	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	19 July. 10 August.				
Limerick and Ennis	257	21 May - 23 November	12 9	13 June - - - -	27 - - -	15 May - - - -	28 - - -	- - - - - -	- - - - - -	29 May - 28 November	13 13	19 May - 12 July -	8 24	
Limerick and Foynes	119	27 Sept. -	- nil -	- nil -	- nil -	31 March -	- nil -	- nil -	- nil -	31 March	- nil -	19 May -	4	
						23 Sept. -	- nil -	- nil -	- nil -	22 Sept.				
Liskeard and Caradon	71	8 February	- nil -	- nil -	- nil -	14 February	- nil -	- nil -	- nil -	13 Feb. -	- nil -	- nil -	- nil.	
Liverpool, Crosby and Southport	- - No Return received.													
Liverpool, Manchester and Newcastle-upon-Tyne Junction.	1,243	26 February 20 August -	1 1	- - - - - -	- - - - - -	25 February 26 August -	1 - - -	- - - - - -	- - - - - -	24 February. 25 August.				
Llanelly Railway and Dock	178	6 June -	- nil -	6 January 9 July - 15 October -	- nil - 25 - nil -	30 January 31 July - 24 August -	- nil - - nil - - nil.	29 June - - - - - -	- nil - - - - - -	31 January 31 July -	- nil. - nil -	14 May -	- nil.	
Llandiloes and Newtown	120	13 Sept. -	- nil -	- nil -	- - -	28 February 1 Sept. -	- nil - - nil -	- nil - - nil -	- - - - - -	1 March - 23 August - 19 Sept. - by adjournment,	- nil - - nil - - nil -	- nil. - nil. - nil.		
Llynvi Valley	157	24 February 22 August -	14 12	22 March - - - -	73 - - -	27 February 25 August -	15 13	23 June - - - -	12 - - -	23 February 31 August -	16 7	27 April -	8	
London and Blackwall	1,655	15 February 17 August -	- nil - - - -	- nil - - - -	- nil - - - -	21 February 29 August -	- nil - - - -	27 June - - - -	2 - - -	20 February 14 August.	- nil -	29 May -	- nil -	- - No record is kept of the number of Proprietors on the 31st December 1855. The number given is on the closing of the books in February 1856, for payment of dividend.
London, Tilbury and Southend Extension.	680	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	6 June - 10 November	- nil - - - -	- nil -	- nil -	3 July - 30 October.	- nil.	
London and Greenwich	520 unprivileged. 245 preference.	11 January 12 July -	- nil - - nil -	- nil - - nil -	- nil - - nil -	11 January 11 July -	- nil - - nil -	- nil - - nil -	- nil - - nil -	9 January 10 July -	- nil - - nil -	- nil - - nil -	- nil. - nil.	
London and North Western	15,115	18 February 12 August -	7 21	30 April - 25 June -	80 83	22 February 11 August -	- - - - - -	21 June - - - -	35 - - -	23 February 15 August -	- - - 23	4 May and by adjournment 28 May - 25 June -	50 7	(*continued*)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
London and South Western -	4,067	16 February 10 August -	2,245 - -	16 February 19 May - 15 Nov. -	- - 1,557 1,639	16 February 10 August -	2,441 1,887	22 July - - - -	716 - -	15 February 10 August -	- - - -	28 April. 31 May - 13 July -	541 413	
London, Brighton and South Coast	4,416	28 January - 25 February	- nil - 77	15 June -	10	26 January 27 July -	- nil - - nil -	20 April - 21 June -	6 - nil -	29 January 26 July -	- nil. 11			
Londonderry and Coleraine -	221	22 March - 20 September	10 13	20 May -	- -	- - 31 March adjourned to 4 May, adjourned to 23 May, adjourned to 30 May, adjourned to 13 June, adjourned to 27 June, adjourned to 7 July.	12	7 July -	20	16 June -	8			
Londonderry and Enniskillen -	312	1 March - 13 September	7 15	- - -	- -	28 March - 30 September	9 11	6 June - 3 November	23 17	31 March - 28 September	11 16			
Londonderry, Enniskillen and Sligo	29	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - The undertaking has, up to the present time, proved abortive, owing, in a great measure, to the rejection by Parliament of certain Clauses in the Bill, which would have enabled the Company to obtain assistance from the counties through which the railway would have been constructed.
Londonderry and Lough Swilly -	10	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - This railway has not yet been commenced, and no meetings have taken place. The undertaking is connected with the reclamation of waste lands in Lough Swilly, upon the success of which it is, in some measure, dependent; and delay has further arisen from the uncertainty as to the formation of quays at Londonderry, with which the line will communicate.
Loughor Coal and Railway -	- -	28 February	- nil -	- nil -	- nil -	28 February 31 August	- nil -	- nil -	- nil -	28 February	- nil -	- nil -	- nil.	

Luton, Dunstable and Welwyn Junction.	264	- - -	- -	- - -	- -	- - -	- -	- -	- -	- - -	- -	11 October	7										
Mallow and Fermoy - - -	- - No Return received.																						
Manchester and Birmingham, and North Staffordshire Junction.	- - No Return received.																						
Manchester and Southport -	110	28 February	1	- nil -	- nil -	23 February	1	- nil -	- nil -	- nil -	- nil -	- nil -	- nil -	These proxies were never used.									
	19 January 1855; on the above date the Company was amalgamated with the Lancashire and Yorkshire Company.	31 August -	1	- - -	- -	30 August -	1																
Manchester, Buxton, Matlock and Midlands Junction.	700	2 March -	- nil -	- nil -	- nil -	2 March -	- nil -	- nil -	- nil -	- nil -	7 February	- nil -	- nil -	- nil.									
		8 September	- -	- - -	- -	31 August -	- -	- - -	- -		11 August.												
Manchester, Sheffield and Lincolnshire.	4,467	*28 February	69	24 June -	65	22 February	117	19 August -	308	†2 February	254	25 May -	127	* Adjourned to 13 April 1853, and further adjourned to 8 June 1853.									
		31 August -	50	7 December	102	2 August -	86	19 September	31	1 August -	113	8 November	9	† Adjourned to 4 April 1855; further adjourned to 25 May 1855, and again adjourned to 1 August 1855.									
								19 September	70														
Maryport and Carlisle - -	376	February and August.	- nil -	- nil -	- nil -	February and August.	- nil -	18 January	79	February and August.	- nil -	April -	- nil.										
Mayfield - - - -	- - No Return received.																						
Metropolitan - - - -	323	31 August -	- nil -	- - -	- -	28 February	- nil -	26 June -	- nil -	20 August -	- nil -	23 May -	- nil.										
						30 August -	- nil -	- - -	- -	- - -	- -	6 June -	- nil.										
Middlesbrough and Guisbrough -	126	24 February	- -	- - -	- -	23 February	- -	- - -	- -	25 January.													
		11 August -	- nil -	- nil -	- nil -	17 August -	- nil -	12 December	- nil -	19 July -	- nil -	- nil -	- nil.										
Middlesbro' and Redcar - -	125	9 February	- nil -	- nil -	- nil -	8 February	- nil -	- nil -	- nil -	14 February	- nil -	- nil -	- nil.										
		10 August -	- -	- - -	- -	9 August -	- -	- - -	- -	15 August.													
Mid-Kent - - - -	109	- - -	- -	- - -	- -	- - -	- -	- - -	- -	18 September	- nil.												
Midland - - - - -	10,104	23 February	31	1 June -	84	24 February	- nil -	- nil -	- -	21 February	- nil -	- nil.											
		23 August -	- -	- - 30 June adjourned to 5 July. 23 August.	3	18 August -	- -	- - -	- -	22 August.													
Midland Great Western Railway of Ireland.	855	4 March -	- nil -	18 January	- nil -	14 March -	- nil -	4 April -	- nil -	23 March -	- nil -	7 September	- nil.										
		2 September	- -	10 February	- nil -	22 September	- nil -	28 December	- nil -	7 September	- nil.												
				8 June -	- nil.																		
				2 September	- nil.																		
Monklands - - - -	279	24 February	10	19 May -	22	24 February	16	- nil -	- nil -	22 February	11	- nil -	- nil.										
		31 August -	11	- - -	- -	29 August -	12	- - -	- -	14 August -	13												

(continued)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Monmouthshire Railway and Canal	515	18 May 16 November	nil nil	3 September	nil	17 May 15 November	nil nil	nil		16 May 21 November	nil nil	30 May 21 November	nil. nil.	
Morayshire	120	31 October	nil	nil	nil	31 October	nil	nil	nil	31 October	3	nil	nil.	
Newcastle-upon-Tyne and Carlisle	900	17 March	nil	nil	nil	27 March	nil	nil	nil	20 March	nil	nil	nil.	
Newmarket	Sold to the Eastern Counties Company in 1853.													
Newmarket (Bury Exteusion)	Opened in April 1854, and leased to the Eastern Counties Company from that period. The General Meetings are held only *pro formâ*, and at those up to the end of 1855 a sufficient number of Proprietors did not attend to constitute a meeting.													
Newport, Abergavenny and Hereford.	363	23 February 31 August	nil nil	30 June	3	23 February 10 August	23 nil	23 February 16 November	23 nil	28 February 30 August	18 nil.	19 July	nil.	
Newry and Enniskillen	248	28 February 16 August	12 8	nil	nil	28 February 29 August	18 90	nil nil	nil nil	27 February 28 August	16 58* 74	nil	nil.	* The meeting of the 28th August was adjourned, in order that a committee of inquiry might report as to Company's affairs; and although 20 additional proxies were lodged, none were used.
Newry, Warrenpoint and Rosstrevor.	142	26 February 30 August	23 5			10 February 29 August				28 February. 22 August.				
Norfolk	1,529	26 February 29 August	nil nil	19 Dec.	nil	24 February 30 August	nil nil.	14 June and by adjournment on 28 June.	5	28 February 31 August	nil nil.	13 July	18	
Northern and Eastern	789	17 February 18 August	nil 20	nil	nil	16 February 17 August	nil 22	nil	nil	15 February 16 August	nil 21	nil	nil.	
Northern Counties Union	1,762	10 February 23 August	nil 63	nil nil	nil nil	24 February 31 August	nil nil	nil nil	nil nil	28 February 23 August	nil 69	nil nil	nil. nil.	
North and South Western Junction.	84	21 February 29 August	nil nil			28 February 15 August	nil nil			20 February 14 August	nil. nil.			
North British	3,466	18 March (adjourned to 19 March.) 14 September	1,602 236	2 June 14 September	11	22 March 22 September	211 nil	16 June	3	20 March (adjourned to 27 March.) 11 September	1,495 1	27 April 10 October	7 36	

North Devon Railway and Dock	659	21 February 24 August	nil nil					27 February 30 August	nil nil					28 February 29 August	nil. nil	29 August	nil.	
York, Newcastle and Berwick		18 February 30 August	nil nil	18 February 25 June	nil 5			17 February	106	27 May 24 June	165 12							
York and North Midland		23 February 30 August	No record kept. Proxies destroyed.	22 June	No record kept. Proxies destroyed.			17 February	No record kept. Proxies destroyed.	27 May 24 June	No record kept. Proxies destroyed.							
Leeds Northern		25 February 20 August		11 March 20 August				23 February		27 May 24 June								
Malton and Driffield		29 January 28 July		28 July 3 October				31 January and adjourned to the 28 February. 26 August.		24 June and adjourned to the 1 July.								

The York, Newcastle and Berwick, York and North Midland, and Leeds Northern Railway Companies, became amalgamated into the North Eastern Railway Company on the 31st of July 1854, and the Malton and Driffield Railway Company also became amalgamated into the North Eastern Railway Company on the 28th October 1854.

North Eastern	8,637							29 August	nil	3 November	nil	23 February 23 August.	124	2 June	1	
North London	211	19 February 5 August	nil nil	17 June	36			14 February 4 August	nil nil		nil nil	23 February 15 August	nil nil	nil. nil.		
North Staffordshire	3,142	29 January 29 July	nil nil	nil nil	nil nil			25 January 27 July	nil nil	26 June	nil	30 January 31 July	nil nil	nil nil	nil. nil.	
North Union	789	16 February	nil	nil	nil			16 February	nil	nil	nil	12 February	nil	nil	nil.	
North Yorkshire and Cleveland	106	Not incorporated until the year 1854										28 February 24 August	10 7	2 June	7	
North Western	1,038	7 February 31 August	nil	nil	nil			27 February 30 August	nil	nil	nil	26 February 30 August	nil	nil	nil.	
Norwich and Spalding	225	3 November	nil					nil		nil		28 April	nil	nil	nil.	
Oswestry and Newtown												21 July	86	5 October	217	
Oxford, Worcester and Wolverhampton.	About 1,380	23 February 31 August	11 13	28 June	nil			22 February 29 August	21 nil	18 May 29 August	11 nil	21 February 28 August	2 13	12 June	909	-- The Registers of Proprietors not being closed on the 31st December, the approximate number is given in the second column.
Paisley, Barrhead and Hurlet	12	25 March	nil					27 March.								
Peebles	151	23 August						18 April 31 October				28 April. 30 October.				
Perth and Dunkeld	119	nil	nil	nil	nil			9 August	nil	nil	nil	30 March. 26 September	nil	20 December	nil	Act passed in 1854.

(*continued*)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Portadown and Dungannon	89	nil	nil	nil	nil	nil	nil	nil	nil	16 August	22	17 January	nil.	
Portsmouth	228	29 July				27 February 28 Sept.	 3	22 May 28 July	6 7			19 June.		
Port Carlisle Dock and Railway	227	5 Sept.				31st July				30 July		11 June	3	- - The Port Carlisle Dock and Railway Act was passed on the 4th of August 1853.
Preston and Longridge	84	30 April 18 Oct.	1 1	nil nil	nil nil	27 April 11 October	nil nil	nil nil	nil nil	18 April 24 October	nil nil	nil nil	nil nil	- - No special meeting of Proprietors has been held during 1853, 1854, 1855. The general meetings, under the Company's Act, are to be held in the month of April and October.
Rhymney	265					30 August		30 August		28 February 29 August	7 	28 February. 21 May	 2	
Roscrea and Parsonstown Junction	No Return received.													
Royston and Hitchin	403	28 February 13 August	nil nil	nil	nil	22 February 10 August	nil nil	nil	nil	22 February 16 August	nil nil.	29 May	nil.	
St. Andrew's	86	21 March 19 Sept.	nil nil	nil nil	nil nil	23 March 25 Sept.	nil nil	nil nil	nil nil	22 March 8 October	nil nil	nil nil	nil. nil.	
St. George's Harbour and Railway	No Return received.													
St. Helen's Canal and Railway	390	14 February 2 August	nil nil	17 June 2 August 19 Sept.	nil nil nil.	9 February 5 August	nil nil.			8 August	nil	26 February	nil.	
St. Ives and West Cornwall Junction.	No Return received.													
Salisbury and Yeovil	372									27 February 7 August	nil nil.	8 May	nil.	
Saundersfoot Railway and Harbour	No Return received.													

Scottish Central	1,120	17 March 15 Sept.	nil nil	nil	nil	17 March 19 Sept.	nil	nil	nil	22 March 20 Sept.	70 80	nil	nil.		
Scottish Midland Junction	335	19 March 15 Sept.	nil nil	28 May	8	20 March 30 Sept.	nil nil	8 June	nil	20 March 15 Sept.	32 13	20 Dec.	nil		-- The expense of the proxy in every case borne by the Proprietor.
Selkirk and Galashiels	63					27 Sept.	nil	nil	nil	28 March 26 Sept.	nil nil.	28 March	nil.		
Severn Valley	No Return received.														
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole.	345	18 February 16 August	nil nil			17 February 23 August	nil nil			16 February 31 August	nil. nil.				
Shrewsbury and Hereford	678	8 February 30 August	nil 50	nil	nil	4 February 16 August	7 nil	8 June and 17 June 16 August	nil 28 nil.	7 February 15 August	nil nil.	nil	nil.		
Shropshire Union Railways and Canal.	About 1,806	22 March 29 Sept.	9 6	nil	nil	16 March 14 Sept.	9 14	20 June	17	15 March 13 Sept.	15 13	15 March	nil.		
Somerset Central	389	28 February and 18 August				25 February 29 August				27 February and 31 August	2	4 May and 30 October.	19		
South Devon	804	22 February 23 August	nil 3	28 June	nil	28 February 22 August	nil nil	23 May	nil	27 February 28 August	nil nil	17 May 5 June	nil. nil.		
South Devon and Tavistock	110														-- The capital of the Company not having been completely subscribed for on the 31st December last, no meeting of the Proprietors had been held up to that date.
South Eastern	4,434	17 March	288	21 June	110	16 March	2,857	16 March		15 March adjourned to 17 March.	1,674	21 June 4 July	4 7		
		15 Sept.	381	15 Sept.	44	7 Sept.	153			30 August	458	30 August.			
South Staffordshire	741	25 February 26 August	nil nil	27 June 14 July	nil nil	24 February 25 August	nil nil	2 May	52	24 February 27 August	nil nil	21 April 11 June	nil. nil.		
South Wales	1,295	25 February 26 August	nil nil	1 July	28	28 February 25 August	nil nil	9 June	nil	27 February 31 August	nil nil.	11 May	nil.		
South Wales Mineral	35	16 Sept.				31 March 16 Sept.	3			28 March 28 Sept.	2 2	20 April	3		
South Yorkshire Railway and River Dun.	684	25 February adjourned 12 May adjourned 15 June adjourned 19 July 26 August	nil nil. nil. nil. nil.			28 February 31 August	nil nil	31 August	nil	27 February 31 August	nil. nil.				

(continued)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
Staines, Wokingham and Woking	75	25 July	nil	nil	nil	27 February 24 August	nil	nil	nil	22 February 28 August.	nil	22 February	nil.	
Stamford and Essendine	13	3 Nov.	nil	nil	nil	18 February 7 August	nil	nil	nil	17 February 28 August	nil nil	nil nil	nil. nil.	
Stirling and Dunfermline	456*	29 March 30 Sept.				30 March 29 Sept.				30 March 28 Sept.		26 March	20	* Joint Proprietors, Trustees or the like, enumerated as single Proprietors.
Stokes Bay Railway and Pier	59									3 October	6			
Stockport, Disley and Whaley Bridge.	55									25 January 7 August	2	25 January 8 May 29 May†	2 4 4	† This was an adjournment of the meeting of 8th May.
Stockton and Darlington	528	9 February 10 August	nil nil	nil nil	nil nil	8 February 9 August	nil nil	6 May 21 July	nil nil	14 February 15 August	nil nil	16 June 15 August	1 nil.	
Swansea and Amman Junction	No Return received.													
Swansea Vale	29	nil	nil	nil	nil	nil	nil	nil	nil	13 July	9	nil	nil.	
Swansea Valley	Powers have expired no officers to make Return.													
Taff Vale	735	16 February 19 August		16 February		17 February 17 August				16 February. 21 August.				
Thames Haven, Dock and Railway	186	26 February 31 August	nil nil	23 May	nil	27 February 28 August	nil nil	6 June	nil	28 February 29 August	nil nil	2 July 29 August 5 Sept.	nil. nil. 18	
Tralee and Killarney	264	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil.	
Ulster	341	30 March 21 Sept.	nil 14	nil nil	nil nil	29 March 27 Sept.	nil 14	11 July 8 Nov.	9 9	28 March 15 August	nil 21	9 May 3 October	38 nil.	
Ulverstone and Lancaster	25	25 February 29 August	nil nil			28 February 26 August	nil nil	27 May	nil	27 February 17 August	nil nil.	nil	nil.	

Vale of Neath	521	19 February 31 August	nil nil	nil nil	nil nil	25 February 30 August	nil nil	nil 30 August	nil nil	28 February 29 August	nil nil	28 February 26 May	nil. 9	
Vale of Towy	190	nil	nil	nil	nil	7 August	nil	nil	nil	24 February 25 August	nil	nil	nil.	
Warrington and Stockport	139	22 February 29 August	nil nil	18 June 30 June 6 July 29 August	nil nil. nil. nil.	28 February 24 August.	no means of ascertaining; no proxies used.	nil		22 February 30 June.	no means of ascertaining: no proxies used at the meeting.	nil		The present Secretary having joined this Company last October, he cannot learn whether any Shareholders were represented by proxy in 1854 and 1855. No proxies were used at the meeting. In 1853 there is a special record on the minutes that no Shareholders were represented by proxy.
Waterford and Kilkenny	587	31 May	nil	30 Nov.	137	31 May	202	30 Nov.	117	31 May	242	30 Nov.	65	
Waterford and Limerick	661	25 February 30 August	197 nil	21 June	8	22 February 30 August	108 63	nil nil	nil nil	27 February 30 August	281 nil	19 May 14 August	10 nil.	
Waterford and Tramore	62	29 March	1	1 Dec. adjourned to	nil	1 March	nil	nil	nil	29 March	15	nil	nil	The resolutions proposed at those half-yearly and special general meetings were passed without division unanimously.
		30 Sept.		22 Dec.	nil.	30 Sept.	nil	nil	nil	28 Sept.	nil.			
Waveney Valley	86	25 February 26 August	18 14	10 June	15	24 February 30 August	19 22			23 February 31 August	16 13			
Wear Valley	796	9 February 10 August	nil	nil	nil	8 February 9 August	nil	nil	nil	14 February 15 August.	nil	nil	nil.	
Wellington and Severn Junction	55	5 Sept.				27 February 28 August				23 February. 3 October.				
Wells and Fakenham	104					23 August	17			24 February, and by adjournment on 17 March. 14 August	nil. nil.			
West Cornwall	234	21 February 31 August	no record	22 June	24	28 February 30 August	no record	nil	nil	28 February 29 August	56 54	nil nil	nil. nil.	
West-End of London and Crystal Palace.	158	29 August	nil	nil	nil	27 February	nil	5 July	6	*28 February and 12 May.	15	12 May		* This meeting was both general and special, the general meeting being adjourned (with the business for transaction) to the 12th May, and a special meeting being also held after the general meeting.
						21 August	nil			24 August	2	26 June	nil.	
West Hartlepool Harbour and Railway.	611	30 August, adjourned to 22 Sept.		9 April 17 May		31 August, adjourned to 19 Sept.		29 May		30 March		4 June.		

(continued)

RETURNS of the Number of Proprietors in each Railway Company on 31 December 1855; of the Number of General and Special General Meetings, and of the Number of Stamped Proxy Papers deposited with the Secretary, &c.—*continued.*

NAME of RAILWAY COMPANY.	Number of Proprietors on the 31st December 1855.	Number of General Meetings and Special General Meetings, and of Stamped Proxy Papers deposited with the Secretary at each Meeting.												REMARKS by the RAILWAY COMPANIES.
		1853.				1854.				1855.				
		Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	Date of General Meetings.	Number of Stamped Proxy Papers.	Date of Special General Meetings.	Number of Stamped Proxy Papers.	
West London	194	10 March 26 August	nil nil	25 June	8	4 March 22 August	nil nil	24 June	3	9 March 24 August	nil nil	nil nil	nil. nil.	
West Somerset Mineral	5	-- none have yet been held; one will be held very shortly.	nil							-- none; one will be held very shortly.	nil.			
Westminster Terminus	32					31 October	6							
Westminster Terminus Railway Extension Company, Clapham to Norwood.	15									10 November	nil	nil	nil.	
Wharfdale	No Return received.													
Whitehaven and Furness Junction	174	26 February 26 August	12 19	15 June 26 August	20 19	27 February 26 August	17 19	nil nil		27 February 30 August	19 17	nil. nil.		
Whitehaven Junction	179	16 February 26 August	nil 2	nil nil		15 February 15 August	nil nil	26 Sept.	1	14 February 17 August	nil nil	nil. nil.		
Whitehaven, Cleator and Egremont	93	nil	nil	nil	nil	14 Sept.	2	nil	nil	24 February 23 August	nil 2	nil	nil.	
Wimbledon and Croydon	65	nil	nil	nil	nil	3 March 22 August	nil nil	nil	nil	27 February 31 August	nil nil.	4 April	nil.	
Worcester and Hereford	316	3 Sept.	nil	nil	nil	28 February 21 August.	nil nil	nil nil	nil nil	23 February 15 August	nil nil	nil nil	nil. nil.	
Wycombe	44	28 February	nil	nil	nil	27 February	nil	nil	nil	27 February	nil	nil	nil	-- By the Wycombe Railway Act, 1846, clause 10, it is provided, that the general meetings of the Company be once in every year in the month of February.

LIST of COMPANIES who have sent no Return.

Cannock Mineral.
Caterham.
Dublin, Belfast and Coleraine Junction.
East Kent.
Forth and Clyde Navigation.
Frome, Yeovil and Weymouth.
Kilkenny and Great Southern and Western.
Liverpool, Crosby and Southport.
Mallow and Fermoy.
Manchester and Birmingham and North Staffordshire Junction.
Mayfield.
Roscrea and Parsonstown Junction.
St. George's Harbour and Railway.
St. Ives and West Cornwall Junction.
Saundersfoot Railway and Harbour.
Severn Valley.
Swansea and Amman Junction.
Wharfdale.

RAILWAY COMPANIES.

RETURNS of the Number of PROPRIETORS in each RAILWAY COMPANY in the United Kingdom, incorporated by Act of Parliament, on 31 December 1855; of the Number of General and Special General Meetings of Proprietors of each Company held in the Three preceding Years; and, of the Number of Stamped Proxy Papers deposited with the Secretary by the Proprietors for use at each of such Meetings.

(*Mr. James MacGregor.*)

Ordered, by The House of Commons, *to be Printed,*
23 *May* 1856.

238.

Under 3 *oz.*

659

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 17 June 1856;—*for*,

A RETURN "of the Number and Description of PERSONS employed on each of the RAILWAYS in *England* and *Wales*, *Scotland* and *Ireland*, respectively, on the 30th day of June 1856, which may at that Date be Open for Traffic; also, the Length of Line, with the Number of Stations Open for Public Traffic on the same Day:"

"And, Similar RETURN for each LINE and BRANCH LINE of RAILWAY which has been Authorized, but which may not be Open for Traffic on the 30th day of June 1856; distinguishing the LENGTH of each such LINE or BRANCH LINE on which the Works may be in Progress, and the LENGTH on which they may not be in Progress at that Date; and specifying the Act or Acts authorizing such Railways—(in continuation of Parliamentary Paper, No. 511, of Session 1855)."

(*Mr. Lowe.*)

Ordered, by The House of Commons, *to be Printed*,
26 *July* 1856.

ENGLAND AND WALES. - - - - - - -

RETURN of the Number and Description of Persons employed on each of the Railways in *England* and (with the Number of Stations)

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Aberdare - - - - - - -	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Abingdon - - - - - - -	–	–	–	–	–	–	–	1	–	–	1	–	1	1	–
Ambergate, Nottingham, and Boston, and Eastern Junction.	1	–	1	–	–	1	–	–	–	–	1	–	–	–	–
Bedale and Leyburn - - - - -	2	–	–	–	–	–	1	5	–	–	2	–	1	1	1
Bedford - - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bideford Extension - - - - -	2	–	1	–	1	1	1	2	1	1	1	2	1	1	1
Birkenhead, Lancashire and Cheshire Junction.	2	–	1	3	1	3	5	16	1	2	31	3	13	13	13
Birmingham, Wolverhampton and Stour Valley.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Blackburn - - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Blyth and Tyne - - - - -	1	–	1	3	1	1	1	10	1	–	3	4	17	17	17
Bodmin and Wadebridge - - - -	1	1	1	1	–	–	–	6	–	–	1	–	1	1	2
Bristol and Exeter - - - - -	1	–	3	2	9	2	19	15	4	4	89	88	30	28	26
Briton Ferry, Dock and Railway - -	–	–	1	–	–	–	–	–	–	–	–	1	–	–	–
Buckinghamshire - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Chester and Holyhead - - - -	3	1	1	–	2	2	10	29	6	2	68	4	–	–	28
Cockermouth and Workington - - -	1	–	–	–	2	1	–	5	–	–	2	–	2	3	2
Colchester, Stour Valley, Sudbury and Halstead.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Coleford, Monmouth, Usk and Pontypool -	1	1	1	–	–	–	–	1	–	–	–	–	1	1	1
Cromford and High Peak - - -	2	–	1	–	–	1	1	7	–	–	3	–	10	11	6
Dowlais - - - - - - -	–	–	–	–	–	–	–	1	–	–	–	2	2	4	2
East Anglian - - - - - -	–	–	–	1–	–	–	–	–	–	–	–	–	–	–	–
Eastern Counties - - - - -	2	1	6	5	1	2	97	175	22	6	471	95	167	169	155
East Grinstead - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Eastern Union - - - - - -	1	–	–	–	–	2	–	–	–	–	2	–	–	–	–
East Lancashire - - - - -	3	1	1	8	2	1	19	8	2	4	203	7	37	33	45
East Lincolnshire - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
East Suffolk - - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Exeter and Crediton - - - -	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–
Furness - - - - - - -	1	1	2	1	1	1	1	8	–	1	7	2	5	5	5
Gloucester and Dean Forest - - -	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Great Northern - - - - - -	4	2	5	10	3	2	44	20	8	10	572	13	170	177	162
Great North of England, Clarence and Hartlepool Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Great Western - - - - - -	1	1	9	38	14	6	44	–	4	13	676	62	197	195	226
Hartlepool Dock and Railway - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hereford, Ross and Gloucester - - -	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–
Horncastle - - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull and Holderness - - - -	1	1	–	–	–	1	–	9	2	–	2	–	2	2	2
Hull and Selby - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Kendal and Windermere - - - -	1	–	–	2	–	2	–	4	–	–	6	–	2	3	2
Lancashire and Yorkshire - - -	2	1	1	15	2	1	67	126	11	6	528	23	127	125	143
Lancaster and Carlisle - - - -	1	–	1	10	–	2	9	19	–	1	56	–	–	–	74
Lancaster and Preston Junction - -	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Leeds, Bradford and Halifax Junction -	2	1	4	1	1	1	1	13	4	–	1	8	18	18	14
Liskeard and Caradon - - - -	1	1	1	1	–	–	–	–	–	–	–	–	–	–	12
Llanelly Railway and Dock Company -	2	–	1	1	1	1	1	6	–	–	2	–	5	5	7
Llynvi Valley - - - - - -	1	–	–	1	–	–	–	–	–	–	3	–	–	–	–
London and Blackwall - - - -	2	–	–	1	1	2	8	–	28	–	31	2	7	9	6
London, Tilbury and Southend - - -	2	–	–	1	–	1	–	16	3	–	5	–	–	–	5
London and Greenwich - - - -	1	1	–	–	–	–	–	–	–	–	1	–	–	–	–
London and North Western - - -	7	–	5	36	44	15	56	176	43	12	962	192	457	471	377
London and South Western - - -	3	1	2	10	3	3	33	74	16	6	220	23	95	95	110
London, Brighton and South Coast - -	3	–	2	7	1	2	34	5	38	4	275	22	92	91	118
Londonderry, Seaham and Sunderland -	1	–	1	1	–	–	–	3	–	–	2	1	3	3	3
Lowestoft Railway and Harbour - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

ENGLAND AND WALES.

Wales on the 30th day of June 1856, which were at that Date Open for Traffic; also the Length of Line Open for Traffic on the same Day.

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line Open on 30th June 1856. Mls.	chs.	Number of Stations.	REMARKS.
–	–	–	–	–	–	–	–	1	–	–	–	*See* "Taff Vale."
–	–	–	2	3	–	–	–	9	1	70	1	
–	–	–	–	–	–	–	–	4	–	–	–	*See* "Great Northern."
2	–	1	–	5	10	33	–	64	10	1	5	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "London and North Western."
3	–	–	–	4	3	35	–	61	6	4	2	
89	2	–	8	102	63	118	–	489	32	70½	16	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "London and North Western."
–	–	–	–	–	–	–	–	–	–	–	–	For other persons employed, *see* "Lancashire and Yorkshire."
70	12	10	2	2	11	53	26	263	12	0	10	
–	–	–	–	1	4	1	3	24	14	56	7	
352	45	–	77	185	21	408	–	1,408	123	70	28	
–	–	–	–	–	1	2	–	5	0	63	–	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "London and North Western."
40	25	53	13	140	44	190	–	661	105	42	29	– – Including persons employed on the "Bangor and Caernarvon Railway."
12	3	3	1	9	10	–	–	56	8	40	5	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
–	1	–	–	1	–	32	–	41	3	75	1	
13	1	–	–	6	–	10	–	72	33	54	7	– – This Railway is at present worked by horses and stationary engines.
–	3	–	–	3	4	1	2	24	1	68	1	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
1,033	271	170	36	1,281	224	2,079	163	6,641	582	13½	169	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "London, Brighton and South Coast."
–	–	–	–	–	–	–	–	5	–	–	–	*See* "Eastern Counties."
228	40	17	31	265	124	574	51	1,704	79	79½	56	– – This length is exclusive of the portions of Line between Clifton Junction and Manchester, Walton Junction and Liverpool, and Burscough and Southport; for which, *see* "Lancashire and Yorkshire."
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Northern."
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
–	–	–	–	–	–	–	–	2	–	–	–	– – For length of Line open, and other persons employed, *see* "Bristol and Exeter."
49	7	1	3	24	33	72	–	230	21	64	8	
–	–	–	–	–	–	–	–	1	–	–	–	*See* "Great Western."
1,672	–	51	179	793	–	1,347	487	5,731	320	62½	88	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "North Eastern."
2,285	–	3	538	1,361	145	1,711	9	7,538	470	35½	130	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "North Eastern."
–	–	–	–	–	–	–	–	2	–	–	–	*See* "Great Western" for other persons employed, and mileage.
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Northern."
1	1	4	2	9	4	16	1	60	17	40	11	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "North Eastern."
–	–	1	–	8	9	1	2	43	10	24	4	
699	157	43	77	861	399	813	258	4,485	281	9	147	– – Including mileage and persons employed upon portions of "North Union," and upon the "Sheffield and Barnsley" and "Manchester and Southport" Lines.
49	39	9	2	80	197	39	–	588	90	47	23	
–	–	–	–	–	–	–	–	1	–	–	–	*See* "Lancaster and Carlisle."
2	15	3	8	80	30	20	–	245	–	–	7	*See* "Great Northern" for other persons employed, and mileage.
–	–	–	1	–	2	4	–	23	8	60	–	This Railway is only used for conveyance of ore, coals, &c.
37	12	3	–	3	36	7	–	130	28	20	6	
–	–	–	2	–	4	14	–	25	17	51	3	
20	16	–	4	36	26	21	3	223	5	17	7	
–	2	21	–	34	–	2	–	92	40	61	14	
–	–	–	–	–	–	–	–	3	–	–	–	*See* "South Eastern."
2,773	598	207	149	2,199	365	3,370	155	12,669	640	53¼	345	
515	74	100	73	857	127	692	–	3,132	264	16	77	
796	92	83	45	659	95	615	99	3,178	176	78	67	
7	1	2	1	1	6	6	–	42	5	2	4	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."

(*continued*)

RAILWAYS OPEN IN ENGLAND

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Manchester, Buxton, Matlock and Midlands Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Manchester, Sheffield and Lincolnshire	4	–	1	2	6	5	21	75	4	5	189	16	80	76	57
Manchester South Junction and Altrincham	1	–	1	–	1	1	2	9	2	–	5	–	–	–	3
Maryport and Carlisle	1	–	3	1	1	1	–	10	–	–	11	2	13	11	6
Middlesbro' and Redcar	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Middlesbrough and Guisbrough	1	1	1	–	–	1	–	–	–	–	–	–	–	–	–
Midland	7	–	4	26	1	9	68	186	21	2	748	39	227	226	216
Mold	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Monmouthshire Railway and Canal	1	–	1	2	2	3	3	22	–	2	19	9	20	20	24
Newcastle-upon-Tyne and Carlisle	1	1	1	2	1	3	6	29	–	1	51	11	29	29	17
Newmarket	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Newport, Abergavenny and Hereford	2	–	1	–	1	2	5	15	2	–	12	7	10	10	9
Norfolk	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
North and South Western Junction	1	–	1	–	–	2	1	2	–	–	4	–	–	–	–
North Devon	2	–	2	1	1	2	2	8	2	–	7	2	5	6	5
Northern and Eastern	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
North Eastern	8	–	4	20	5	4	79	245	16	16	569	114	331	306	316
North London	2	–	1	1	1	2	5	–	7	–	35	6	26	26	26
North Staffordshire	4	–	1	10	2	2	3	52	3	1	76	13	41	39	66
North Union	2	–	1	–	–	1	1	4	–	–	19	1	–	–	–
North Western	1	–	1	–	–	1	–	–	–	–	2	–	–	–	–
Oxford, Worcester and Wolverhampton	3	1	2	1	2	3	10	40	3	2	114	5	24	26	26
Port Carlisle Dock and Railway	2	–	1	–	–	–	–	2	–	–	2	–	2	2	1
Preston and Longridge	1	–	–	–	–	–	–	3	–	–	–	–	1	1	3
Preston and Wyre (Section of Lancashire and Yorkshire and London and North Western Railways).	1	–	1	2	–	1	1	12	–	–	11	1	–	–	–
Redruth	2	1	1	–	–	–	–	–	–	–	2	2	1	2	4
Royston and Hitchin	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
St. Helen's Canal and Railway	2	–	1	3	1	2	3	14	–	2	20	2	23	22	16
Saundersfoot Railway and Harbour	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Shrewsbury and Hereford	2	2	1	4	1	2	1	15	–	2	33	3	14	12	11
Shropshire Union Railways and Canal	3	–	–	1	–	–	1	8	–	–	21	–	–	–	–
Somerset Central	1	–	1	–	–	–	–	–	–	–	1	–	–	–	–
South Devon	1	–	2	3	1	2	4	12	–	–	26	29	12	12	11
South Eastern	5	–	2	8	4	5	29	133	36	9	248	45	115	152	67
South Staffordshire	1	1	1	2	3	2	2	18	3	–	75	24	16	17	20
South Wales	1	–	3	18	1	2	14	11	–	2	74	43	24	22	48
South Yorkshire Railway and River Dun Company.	1	–	1	–	1	–	2	14	2	–	1	1	12	6	10
Staines, Wokingham and Woking	3	–	2	–	2	–	–	3	–	–	1	8	2	2	2
Stockton and Darlington	1	1	2	10	4	7	29	28	–	8	139	13	85	119	36
Swansea Vale	1	–	1	1	–	–	–	–	–	–	1	–	2	2	–
Taff Vale	2	–	3	1	3	4	8	17	–	1	22	36	39	31	54
Vale of Neath	1	–	1	1	1	1	4	5	1	–	16	15	7	7	10
Warrington and Stockport	1	–	–	1	–	–	1	8	–	–	1	1	–	–	1
Waveney Valley	1	–	1	1	1	1	–	–	–	3	–	–	–	–	–
Wear Valley	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
West Cornwall	1	1	2	–	1	1	1	11	–	–	3	6	4	5	11
West Hartlepool Harbour and Railway	2	–	1	2	4	2	12	10	3	1	44	10	53	76	9
West London	1	–	–	–	–	–	–	–	–	–	2	–	–	–	–
Whitehaven and Furness Junction	1	–	1	2	1	1	–	15	–	1	3	3	3	3	2
Whitehaven Junction	1	–	1	2	1	1	–	5	–	1	5	4	4	4	3
Wimbledon and Croydon	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Wycombe	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL (Railways open in ENGLAND and WALES)	144	24	111	296	144	133	771	1,801	299	131	6,834	1,024	2,688	2,754	2,629

AND WALES ON 30 JUNE 1856—*continued.*

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line Open on 30th June 1856. Mls.	chs.	Number of Stations.	REMARKS.
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Midland."
578	41	40	19	190	415	658	154	2,636	171	12½	69	
1	6	3	1	19	5	8	–	68	9	26	9	
42	4	1	–	- -	15	48	–	170	28	28	10	
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Stockton and Darlington."
–	–	–	–	- -	–	–	–	4	-	-	–	*See* "Stockton and Darlington."
1,225	376	100	53	1,088	277	1,955	194	7,048	551	39	234	Exclusive of 55 persons employed in steam boats.
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Chester and Holyhead."
51	47	35	13	46	23	148	–	491	45	43	26	
256	13	22	7	36	40	139	5	700	78	21	29	
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Eastern Counties."
88	7	2	–	26	5	144	–	348	39	18	13	
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Eastern Counties."
–	1	1	–	3	2	8	–	26	3	70	2	
13	1	2	3	15	17	73	–	169	34	66	6	
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Eastern Counties."
1,909	191	183	46	874	381	1,590	181	7,388	704	79	262	
120	1	–	16	40	25	9	2	351	8	34½	8	
–	–	69	15	114	260	346	80	1,117	123	0½	45	
4	12	2	3	77	20	10	–	157	5	60	3	- - The persons here given are employed between "Preston and Euxton Junction;" for other persons employed, *see* "London and North Western" and "Lancashire and Yorkshire" Companies.
–	–	–	–	- -	–	–	–	5	-	-	–	*See* "Midland" for other persons employed, and mileage.
270	–	38	2	149	38	218	4	981	98	17	31	
1	1	–	1	5	12	–	19	51	11	10	3	
–	–	–	–	- -	5	2	1	17	6	40	4	
7	8	6	5	34	55	–	5	150	29	4	10	
10	4	10	–	- -	11	32	10	92	5	40	–	
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Eastern Counties."
105	18	9	11	100	60	17	–	431	24	68	14	
–	–	–	–	- -	–	1	3	5	7	0	–	This Line is only used for the conveyance of coal, &c.
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Lancashire and Yorkshire."
73	6	6	2	29	23	113	–	355	50	46	15	
–	2	2	1	25	9	18	2	93	18	28	6	- - For persons employed in the Locomotive Department, *see* "London and North Western."
–	–	–	–	- -	–	–	–	3	-	-	–	- - *See* "Bristol and Exeter" for other persons employed, and length of Line.
82	20	–	15	78	–	141	23	474	56	74	15	- - This length is exclusive of part of the Dartmoor Railway, 66 chains in length, purchased by the Company.
1,153	102	88	30	937	140	1,345	41	4,694	270	11½	78	- - Persons employed in the Locomotive Department are included
24	4	5	44	76	65	1	45	449	25	62	14	in "London and North Western."
53	16	34	84	111	–	458	–	1,019	165	32	39	
25	4	8	3	2	4	40	67	204	41	50	22	
4	2	3	–	5	70	160	–	269	17	22	5	
388	39	57	10	119	259	459	42	1,855	99	70	27	
4	5	3	1	- -	6	1	–	28	6	60	–	
206	55	8	12	58	141	319	–	1,020	42	54	15	
47	4	3	17	26	8	92	–	267	25	8	9	
1	–	6	1	5	6	13	–	46	11	71	8	- - Persons employed in the Locomotive Department are included in "St. Helen's."
–	–	–	–	- -	–	–	–	8	-	-	–	*See* "Eastern Counties."
–	–	–	–	- -	–	–	–	–	-	-	–	*See* "Stockton and Darlington."
36	8	15	9	16	36	44	–	211	27	42	11	- - This length is exclusive of those portions of the Hayle Railway not forming part of the Main Line.
300	3	28	3	48	118	38	40	807	45	0	11	
–	–	–	–	- -	–	–	–	3	-	-	–	For other persons employed, *see* "London and North Western."
17	1	3	2	8	18	6	–	91	34	52	15	- - Including 57 persons employed jointly in the Locomotive Department by the "Whitehaven Junction" and "Whitehaven and Furness Junction" Companies.
17	2	8	2	16	10	6	–	93	12	2½	6	
–	–	–	–	- -	–	–	–	–	-	-	–	*See* "London, Brighton and South Coast."
–	–	–	–	- -	–	–	–	- -	-	-	–	*See* "Great Western."
17,867	2,420	1,585	1,685	13,387	4,526	20,946	2,177	84,376	6,355	68¼	2,352	

SCOTLAND. - - - - - - - -

RETURN of the Number and Description of Persons employed on each of the Railways in *Scotland* on
Number of Stations) Open for

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Aberdeen and Scottish Midland Junction	3	–	1	4	3	2	5	42	–	1	106	6	31	31	30
Arbroath and Forfar	1	1	–	–	–	1	–	–	–	–	–	–	–	–	–
Ayr and Dalmellington	1	–	3	–	1	–	1	4	–	–	1	5	–	–	–
Caledonian	3	1	1	4	9	3	18	66	8	5	189	12	142	135	175
Caledonian and Dumbartonshire Junction	2	–	–	1	1	–	–	7	1	–	2	2	2	2	2
Crieff Junction	2	1	–	1	–	1	–	4	1	–	3	–	1	1	1
Deeside	1	–	1	1	–	1	2	10	–	–	6	–	2	2	2
Drumpeller	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Dundee and Arbroath	2	–	1	4	1	1	1	8	–	–	23	11	6	6	7
Dundee and Newtyle	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Dundee and Perth and Aberdeen Railway Junction.	2	1	1	3	2	–	–	14	–	–	23	6	10	10	18
Edinburgh and Bathgate	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Edinburgh and Glasgow	2	1	1	3	4	2	17	44	2	1	153	7	47	43	65
Edinburgh, Perth and Dundee, including "Scottish Central."	4	–	1	3	7	3	20	59	4	4	125	13	64	61	80
Elgin	1	–	1	6	1	–	1	2	–	–	1	–	2	1	–
Forth and Clyde Junction	2	–	1	–	–	1	4	11	–	–	8	–	4	4	3
Forth and Clyde Navigation Company (Owners of the Drumpeller Railway).	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
General Terminus and Glasgow Harbour	1	–	–	1	–	–	1	–	–	–	2	–	–	1	1
Glasgow and South Western	5	–	60	15	3	1	6	40	–	2	86	10	70	70	74
Glasgow, Barrhead and Neilston Direct	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Glasgow and Paisley Joint	1	–	1	3	–	–	2	2	5	–	27	3	–	–	–
Great North of Scotland	2	–	1	3	1	2	2	16	–	–	33	3	8	10	11
Inverness and Nairn	1	–	1	2	1	1	–	6	–	–	4	1	2	2	2
Kilmarnock and Troon	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Lanark Junction	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Leven	1	–	1	–	–	–	–	3	–	–	4	1	1	2	1
Monkland	1	–	1	4	1	–	–	8	4	–	6	1	16	19	30
Morayshire	1	–	1	–	–	–	–	2	–	–	3	1	1	1	1
North British	2	–	2	4	2	1	2	50	3	1	126	14	38	40	50
Peebles	2	–	–	2	–	1	–	6	–	–	2	–	2	2	2
Perth and Dunkeld	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
St. Andrew's	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Selkirk and Galashiels	1	–	1	1	–	–	–	2	–	–	1	–	1	1	1
Stirling and Dunfermline	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL (Railways open in SCOTLAND)	44	5	81	65	37	21	82	406	28	14	934	96	450	444	556

SCOTLAND.

the 30th day of June 1856, which were at that Date Open for Traffic; also, the Length of Line (with the Traffic on the same Day.

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line Open on 30th June 1856.	Number of Stations.	REMARKS.
									Mls. chs.		
124	22	39	24	154	53	247	73	1,001	115 27½	40	
–	–	–	–	– –	–	–	–	3	– –	–	For other persons employed, and length of Line open, *see* "Aberdeen."
7	1	4	–	1	36	144	–	209	16 30	4	This Line is open for mineral traffic only.
771	139	62	39	358	118	645	–	2,903	194 78	60	
6	3	3	2	15	9	1	–	61	8 3	6	
1	2	3	2	8	13	2	–	47	9 0	4	
4	–	–	–	10	12	2	–	56	16 16	10	
–	–	–	–	– –	–	–	–	–	– –	–	*See* "Forth and Clyde Navigation Company."
25	6	11	6	29	16	21	10	195	17 27¼	8	
–	–	–	–	– –	–	–	–	–	– –	–	*See* "Dundee and Perth and Aberdeen."
45	2	11	10	64	35	9	–	266	31 13	14	
–	–	–	–	– –	–	–	–	– –	– –	–	*See* "Edinburgh and Glasgow."
334	35	9	19	244	225	73	36	1,367	111 75¾	37	– – The mileage is exclusive of the "Slamannan and Shieldhill Branch," in length 4 miles 56 chains.
290	50	29	11	293	223	140	24	1,508	126 67½	52	Exclusive of 73 persons employed in the Ferry department.
4	1	2	–	1	3	6	–	33	4 40	2	
–	2	6	1	12	25	100	–	184	29 74	11	
–	–	–	–	– –	–	–	–	– –	1 28	–	
4	1	–	1	– –	1	4	9	27	2 21½	1	
259	45	26	25	134	–	530	2	1,463	180 63	40	
–	–	–	–	– –	–	–	–	– –	– –	–	*See* "Caledonian."
–	8	4	5	39	44	–	7	151	7 0	4	
25	12	14	5	41	44	17	8	258	41 18	16	
2	2	4	3	5	26	1	–	66	15 15	6	
–	–	–	–	– –	–	–	–	– –	– –	–	*See* "Glasgow and South Western."
–	–	–	–	– –	–	–	–	– –	– –	–	*See* "Caledonian."
–	2	3	–	3	6	–	–	28	5 62	3	
61	17	17	3	7	–	113	11	320	42 63	12	
3	–	4	–	2	3	4	2	29	5 72	2	
232	15	12	7	188	294	177	114	1,374	147 74	45	
7	3	3	–	6	9	15	–	62	18 62	7	
–	–	–	–	– –	–	–	–	– –	8 41	–	No Return received.
–	–	–	–	– –	–	–	–	– –	– –	–	*See* "Edinburgh, Perth and Dundee."
–	1	1	–	2	2	9	–	24	5 22	3	
–	–	–	–	– –	–	–	–	– –	– –	–	*See* "Edinburgh and Glasgow."
2,204	369	267	163	1,616	1,197	2,260	296	11,635	1,164 33½	387	

I R E L A N D. - - - - - - - - -

RETURN of the Number and Description of Persons employed on each of the Railways in *Ireland* on
Number of Stations) Open for

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Ballymena, Ballymoney, Coleraine and Portrush Junction - - - -	2	–	1	2	1	1	1	8	–	–	5	1	3	7	7
Belfast and Ballymena - - - -	1	–	1	2	1	1	–	12	–	–	18	–	6	11	8
Belfast and County Down - - -	1	1	1	3	1	1	–	–	2	–	6	1	3	3	1
Cork and Bandon - - - - -	2	–	1	1	1	1	1	6	–	–	5	–	1	2	2
Cork, Blackrock and Passage - - -	1	–	2	1	1	–	1	3	2	–	–	–	2	2	2
Dublin and Belfast Junction - - -	1	–	1	3	1	4	2	9	1	1	4	2	7	7	5
Dublin and Drogheda - - - -	1	–	1	6	1	2	–	16	2	–	23	–	11	13	13
Dublin and Kingstown - - - -	1	1	2	4	1	2	1	5	8	1	6	3	8	9	9
Dublin and Wicklow - - - -	1	–	–	2	1	2	2	14	3	1	8	3	5	5	4
Dundalk and Enniskillen - - -	2	–	2	1	1	2	2	7	7	4	6	1	4	4	3
Great Southern and Western of Ireland -	1	–	3	8	2	4	8	41	4	2	63	22	56	56	55
Irish South Eastern - - - -	1	–	–	1	–	1	–	–	–	–	–	–	–	–	–
Killarney Junction - - - -	1	–	–	–	–	1	–	–	–	–	1	–	–	–	–
Londonderry and Coleraine - - -	2	–	1	–	1	2	1	13	1	–	4	2	4	4	4
Londonderry and Enniskillen - - -	2	1	–	2	1	1	3	16	2	–	20	7	7	14	5
Midland Great Western Railway of Ireland	1	–	1	2	1	2	7	25	3	2	38	15	19	20	18
Newry and Enniskillen - - - -	1	–	1	–	1	–	1	1	1	–	–	–	1	1	1
Newry, Warrenpoint and Rostrevor - -	1	–	–	1	–	–	–	2	1	–	–	–	1	2	1
Ulster - - - - - - - -	1	–	1	2	1	2	–	8	–	–	40	2	7	7	6
Waterford and Kilkenny - - -	2	–	–	1	1	–	–	7	2	–	3	2	3	3	2
Waterford and Limerick - - - -	1	1	1	3	3	2	1	15	3	1	21	13	12	12	7
Waterford and Tramore - - - -	1	–	1	1	–	1	–	–	1	–	2	1	1	2	1
TOTAL (Railways open in IRELAND) -	28	4	21	46	21	32	31	208	43	12	273	75	161	184	150

- - - - - - - - IRELAND.

the 30th day of June 1856, which were at that Date Open for Traffic; also, the Length of Line (with the Traffic on the same Day.

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line Open on 30th June 1856.		Number of Stations.	REMARKS.
									Mls.	*chs.*		
6	–	14	6	21	16	50	–	152	34	57	8	
61	12	23	8	95	56	10	–	326	37	74	12	
10	4	10	4	11	15	6	7	91	16	63	6	
7	2	8	7	8	8	49	–	112	19	54	6	
3	2	1	3	6	9	1	–	42	6	23	4	
28	12	15	13	27	18	203	–	364	55	48	10	
54	11	8	6	80	–	113	–	361	62	17	19	
51	4	12	18	39	12	40	–	237	6	7	6	
6	6	1	12	28	–	80	–	184	34	26	14	
10	7	19	5	26	–	84	–	197	36	72	8	
288	31	10	18	258	85	737	–	1,749	205	3	30	
–	–	–	–	–	–	–	–	3	22	48	4	For other persons employed, *see* "Great Southern and Western."
–	–	1	–	–	–	–	–	4	40	26	6	- - This Line is worked and maintained, under contract, by the "Great Southern and Western."
11	4	8	3	12	34	11	–	122	36	13	13	
54	5	8	11	33	18	78	–	288	60	30	16	
107	13	–	81	97	235	–	108	792	152	50	25	
3	1	3	1	7	7	1	–	32	3	43	2	
1	2	1	1	3	6	–	–	23	5	60	2	
15	11	18	30	91	48	18	–	310	35	50	8	
13	2	14	4	17	12	142	–	230	29	5	7	The 142 labourers are partly employed in relaying Rails, &c.
41	17	17	2	92	105	43	15	428	77	6	16	
1	–	1	1	5	–	39	–	59	7	31	2	
770	146	192	234	956	684	1,705	130	6,106	986	06	224	

ENGLAND AND WALES. - - - - - - - -

RETURN of the Number and Description of Persons employed on each Line and Branch Line of Railway in *England* the Length of each such Line or Branch Line on which the Works were in Progress, and the Length on which

(*N. B.*—The Names of those Lines and Branches of which no portion was either

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Aberdare - - - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Aberdare Valley - - - - - - -	18 & 19 Vic. c. 120	-	-	-	1	-	-	-	-	-
Abingdon - - - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ambergate, Nottingham, and Boston and Eastern Junction :										
Extension to Nottingham - - - - - -	- - - - -	1	-	1	-	-	1	4	-	1
Ashburton, Newton and South Devon - - -	9 & 10 Vic. c. 238	-	-	-	-	-	-	-	-	-
Bangor and Caernarvon - - - - - -	14 Vic. c. 21 -	-	-	-	-	-	-	-	-	-
Bedale and Leyburn - - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Bedford - - - - - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Bideford Extension - - - - - - - -	16 & 17 Vic. c. 140	-	-	-	-	-	-	-	-	-
Birkenhead, Lancashire and Cheshire Junction -	- - - - -	-	-	-	-	-	-	-	-	-
Birmingham, Wolverhampton and Stour Valley :										
Dudley Branch - - - - - - - -	9 & 10 Vic. c. 328 10 & 11 Vic. c. 120	-	-	-	-	-	-	-	-	-
Blackburn - - - - - - - - -	9 & 10 Vic. c. 265	-	-	-	-	-	-	-	-	-
Blyth and Tyne - - - - - - - -	16 & 17 Vic. c. 172 17 & 18 Vic. c. 79	-	-	-	-	-	-	-	-	-
Bodmin and Wadebridge - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Bognor - - - - - - - - - -	16 Vic. c. 41 - 18 & 19 Vic. c. 114	1	-	1	-	-	-	-	-	-
Border Counties - - - - - - - -	17 & 18 Vic. c. 212	1	-	3	-	-	-	3	-	3
Boston, Sleaford and Midland Counties - -	16 & 17 Vic. c. 223	3	-	-	-	-	-	4	-	2
Boston, Stamford and Birmingham :										
Stamford and Wisbech Line - - - - -	9 & 10 Vic. c. 93	-	-	-	-	-	-	-	-	-
Peterborough and Thorney Line - - - -	10 & 11 Vic. c. 112	-	-	-	-	-	-	-	-	-
Sutton Bridge and Long Sutton Branches -	10 & 11 Vic. c. 155	-	-	-	-	-	-	-	-	-
Wisbech Harbour Branch - - - - -	10 & 11 Vic. c. 193	-	-	-	-	-	-	-	-	-
Bradford, Wakefield and Leeds - - - -	17 & 18 Vic. c. 160	1	-	2	-	-	2	3	2	3
Bridgewater and Taunton Canal, and Stolford Railway and Harbour :										
Bridgewater and Stolford Railway - - - -	9 & 10 Vic. c. 145	-	-	-	-	-	-	-	-	-
Branch to Dock - - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branches to River Parret - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Bridport - - - - - - - - - -	18 Vic. c. 11 -	1	-	1	3	-	-	2	-	1
Bristol and Exeter :										
Crewkerne Branch - - - - - - -	9 & 10 Vic. c. 181	-	-	-	-	-	-	-	-	-
Branch from Bleadon to Wells, Glastonbury and Street	11 & 12 Vic. c. 77	-	-	-	-	-	-	-	-	-
Taunton and Castle Cary Branch - - - -	11 & 12 Vic. c. 82	-	-	-	-	-	-	-	-	-
Briton Ferry - - - - - - - - -	14 & 15 Vic. c. 49	-	-	-	-	-	-	-	-	-
Buckinghamshire :										
Extension to Aylesbury - - - - -	10 & 11 Vic. c. 236	-	-	-	-	-	-	-	-	-
Junction with Oxford and Rugby Railway - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Cannock Mineral - - - - - - - -	10 & 11 Vic. c. 110 18 & 19 Vic. c. 194	1	-	1	-	-	-	-	-	-
Carlisle and Silloth Bay - - - - -	18 & 19 Vic. c. 153	1	-	2	4	4	-	4	-	-
Carmarthen and Cardigan - - - - - -	17 & 18 Vic. c. 218 18 & 19 Vic. c. 131 19 & 20 Vic. c. 68	-	-	-	-	-	-	-	-	-
Caterham - - - - - - - - -	17 Vic. c. 68 -	1	-	1	-	-	-	2	-	-
Chard - - - - - - - - - -	9 & 10 Vic. c. 215 10 & 11 Vic. c. 175	-	-	-	-	-	-	-	-	-
Cheltenham and Oxford - - - - -	10 & 11 Vic. c. 154	-	-	-	-	-	-	-	-	-
Chester and Holyhead :										
Holyhead Extensions - - - - - -	10 & 11 Vic. c. 238	-	-	-	-	-	-	-	-	-
Chester Station Branch - - - - -	10 & 11 Vic. c. 147	-	-	-	-	-	-	-	-	-
Dee Branch - - - - - - - -	10 & 11 Vic. c. 162	-	-	-	-	-	-	-	-	-
Cockermouth and Workington :										
Bridgefoot Branch - - - - - -	12 & 13 Vic. c. 38	-	-	-	-	-	-	-	-	-
Cockermouth and Workington Extension - -	9 & 10 Vic. c. 342	-	-	-	-	-	-	-	-	-

ENGLAND AND WALES.

and *Wales*, which has been authorized, but which was Not Open for Traffic on the 30th day of June 1856; distinguishing they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Open or under Construction on the 30th June 1856, are entered in *Italics*.)

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
4	–	–	21	98	–	124	1 63	– –	1 63	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
3	–	–	48	235	–	294	2 60	0 15	2 75	
–	–	–	–	–	–	– –	– –	10 31	10 31	– – The Secretary states that the powers for the construction of this Line have expired.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	3 1	3 1	This length has been derived from former Returns.
–	–	–	–	–	–	– –	– –	19 30	19 30	
–	–	–	–	–	–	– –	– –	8 55	18 10	
–	–	–	–	–	–	– –	– –	9 35		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	2	– –	5 40	5 40	
4	–	–	25	98	–	137	2 40	23 40	26 0	
5	1	1	61	290	–	367	11 0	16 26	27 26	
–	–	–	–	–	–	– –	– –	22 0	29 14	– – This entry has been derived from former Return. The Railway appears to have been abandoned.
–	–	–	–	–	–	– –	– –	6 0		
–	–	–	–	–	–	– –	– –	– –		
–	–	–	–	–	–	– –	– –	1 14		
10	4	–	230	926	–	1,183	9 79	– –	9 79	
–	–	–	–	–	–	– –	– –	9 40	10 56	– – The Railway has not been commenced; the lengths of these Lines are derived from records in this Office.
–	–	–	–	–	–	– –	– –	0 60		
–	–	–	–	–	–	– –	– –	0 36		
15	2	–	18	420	–	463	9 24	– –	9 24	
–	–	–	–	–	–	– –	– –	6 0	51 27	These lengths are derived from records in this Department.
–	–	–	–	–	–	– –	– –	23 20		
–	–	–	–	–	–	– –	– –	22 7		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	10 48	11 16	These lengths are derived from former Returns.
–	–	–	–	–	–	– –	– –	0 48		
–	–	–	–	–	–	2	0 70	6 25	7 15	
13	1	–	70	474	–	575	12 57	0 7	12 64	
–	–	–	–	–	–	– –	– –	26 15	26 15	
–	–	–	3	16	–	23	4 52	– –	4 52	
–	–	–	–	–	–	– –	– –	13 30	13 30	
–	–	–	–	–	–	– –	– –	37 74	37 74	– – No Return has been received from this Company, and the Railway is understood to be abandoned.
–	–	–	–	–	–	– –	1 20	0 17	2 27	– – The lengths of these Lines have been derived from former Returns.
–	–	–	–	–	–	– –	– –	0 25		
–	–	–	–	–	–	– –	– –	0 45		
–	–	–	–	–	–	– –	– –	0 36	0 36	– – The length of this Branch is derived from records in this Department.
–	–	–	–	–	–	– –	– –	14 30	14 30	– – No Return has been received from this Company. The Line is understood to have been abandoned.

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Colchester, Stour Valley, Sudbury and Halstead	9 & 10 Vic. c. 76 10 Vic. c. 11 - 10 Vic. c. 18 -	–	–	–	–	–	–	–	–	–
Branch to Halstead	9 & 10 Vic. c. 76	–	–	–	–	–	–	–	–	–
Extension to Melford, Lavenham and Clare	10 & 11 Vic. c. 11	–	–	–	–	–	–	–	–	–
Extension from Lavenham to Bury St. Edmund's	10 & 11 Vic. c. 18	–	–	–	–	–	–	–	–	–
Coleford, Monmouth, Usk and Pontypool	16 & 17 Vic. c. 217	4	2	2	1	2	2	5	1	2
Colne Valley and Halstead	19 & 20 Vic. c. 6 -	–	–	–	–	–	–	–	–	–
Cornwall	9 & 10 Vic. c. 335 10 Vic. c. 72 -	5	–	–	18	6	6	30	2	7
Branch to Bodmin	9 Vic. c. 335 -	–	–	–	–	–	–	–	–	–
Coventry, Nuneaton, Birmingham and Leicester	9 & 10 Vic. c. 253	1	–	–	–	–	–	–	–	1
Cromford and High Peak:										
Extension at Whaley Bridge	18 & 19 Vic. c. 75	–	–	–	–	–	–	–	–	–
Darenth Valley	16 & 17 Vic. c. 63	–	–	–	–	–	–	–	–	–
Darlington and Barnard Castle	17 & 18 Vic. c. 115	2	2	1	2	1	–	2	–	2
Delabole and Rock	7 & 8 Vic. c. 88 -	–	–	–	–	–	–	–	–	–
Dearness Valley	18 & 19 Vic. c. 180	1	–	1	2	1	2	2	1	1
Dowlais	17 & 18 Vic. c. 116	–	–	–	–	–	–	–	–	–
Dursley and Midland Junction	18 Vic. c. 17 -	–	–	1	–	–	–	–	–	–
East Anglian:										
Ely and Huntingdon Railway	8 & 9 Vic. c. 48 - 12 & 13 Vic. c. 52	–	–	–	–	–	–	–	–	–
Eastern Counties:										
Epping Extension Railway	9 & 10 Vic. c. 205	–	–	–	–	–	–	–	–	–
Cambridge and Bedford Railway	10 & 11 Vic. c. 158	–	–	–	–	–	–	–	–	–
Wisbech and Spalding Railway	10 & 11 Vic. c. 235	–	–	–	–	–	–	–	–	–
Branch at Wisbech	15 Vic. c. 30 -	–	–	–	–	–	–	–	–	–
Woodford and Loughton Branch	16 & 17 Vic. c. 87	–	–	–	–	–	–	–	–	–
North Woolwich Branches	16 & 17 Vic. c. 117	–	–	–	–	–	–	–	–	–
Eastern Union:										
Norwich Extension	9 & 10 Vic. c. 280	–	–	–	–	–	–	–	–	–
Woodbridge Branch	10 & 11 Vic. c. 137	1	–	3	4	2	2	6	2	5
Harwich Extension	10 & 11 Vic. c. 225 13 & 14 Vic. c. 54	–	–	–	–	–	–	–	–	–
East Grinstead	16 & 17 Vic. c. 88	–	–	–	–	–	–	–	–	–
East Kent										
Faversham Branch	16 & 17 Vic. c. 132	–	–	–	–	–	–	–	–	–
Chilham Branch										
Canterbury to Dover	18 & 19 Vic. c. 187	–	–	–	–	–	–	–	–	–
Branches at Dover	- - Ditto - -	–	–	–	–	–	–	–	–	–
East Lancashire:										
Skelmersdale Branch	9 & 10 Vic. c. 381	–	–	–	–	–	–	–	–	–
Liverpool, Ormskirk and Preston Railway (part of)	- - Ditto - -	–	–	–	–	–	–	–	–	–
Dock Branch at Liverpool	- - Ditto - -	–	–	–	–	–	–	–	–	–
Back Lane Branch	9 & 10 Vic. c. 266	–	–	–	–	–	–	–	–	–
Crawshaw Booth Branch	9 & 10 Vic. c. 276 10 & 11 Vic. c. 288	–	–	–	–	–	–	–	–	–
Skelmersdale Branch Extension	16 & 17 Vic. c. 163	–	–	–	–	–	–	–	–	–
Lathom Fork	17 & 18 Vic. c. 117	–	–	–	–	–	–	–	–	–
East Lincolnshire	- - - -	–	–	–	–	–	–	–	–	–
East Somerset	19 Vic. c. 16 -	–	–	–	–	–	–	–	–	–
East Suffolk:										
Woodbridge to Halesworth	17 & 18 Vic. c. 19									
Leeston Branch	- - Ditto - -									
Snape Bridge Branch	- - Ditto - -	2	1	2	2	–	1	1	1	–
Framlingham Branch	- - Ditto - -									
Exeter and Crediton	- - - -	–	–	–	–	–	–	–	–	–
Exeter and Exmouth	9 & 10 Vic. c. 129 11 & 12 Vic. c. 157	–	–	–	–	–	–	–	–	–
Exeter and Exmouth	18 & 19 Vic. c. 121	1	–	–	–	–	–	–	–	–
Exeter, Yeovil and Dorchester	11 & 12 Vic c. 85	–	–	–	–	–	–	–	–	–
Fleetwood, Preston and West Riding Junction	9 & 10 Vic. c. 246	2	–	–	–	–	–	–	–	–
Frome, Yeovil and Weymouth	15 & 16 Vic. c. 125	–	–	–	–	–	–	–	–	–
Furness	- - - -	–	–	2	1	–	–	2	1	–
Gloucester and Dean Forest:										
Branch to Monmouth and Hereford Railway	9 & 10 Vic. c. 240	–	–	–	–	–	–	–	–	–
Branch to Gloucester Docks	- - Ditto - -	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued*.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	30 69	30 69	– – No Return has been received from this Company. The length is derived from records in this Department.
–	–	–	–	–	–	– –	– –	6 1		
–	–	–	–	–	–	– –	– –	14 4	30 69	
–	–	–	–	–	–	– –	– –	10 64		
2	2	1	51	489	–	516	12 0	6 14	18 14	
–	–	–	–	–	–	– –	– –	5 53	5 53	
42	10	4	270	763	–	1,163	63 0	– –	65 0	
–	–	–	–	–	–	– –	– –	2 0		
–	–	–	–	–	–	2	– –	15 11	15 11	The Company state that their powers have expired.
–	–	–	–	–	–	– –	– –	0 27	0 27	
–	–	–	–	–	–	– –	– –	5 65	5 65	The Parliamentary powers for construction of Line have expired.
7	–	2	103	272	6	402	15 25	– –	15 25	
–	–	–	–	–	–	– –	– –	16 59	16 59	– – This Line is stated to have been abandoned for some time; the length is derived from a former Return.
6	1	–	45	270	–	333	5 43	– –	5 43	
–	–	–	–	–	–	– –	0 31	– –	0 31	
4	–	1	–	40	–	46	2 43	– –	2 43	
–	–	–	–	–	–	– –	– –	15 74	15 74	The length is taken from former Return.
–	–	–	–	–	–	– –	– –	11 0		
–	–	–	–	–	–	– –	– –	24 0		
–	–	–	–	–	–	– –	– –	21 0	69 13	– – The lengths of these Lines are derived from former Returns, and from records in the Office.
–	–	–	–	–	–	– –	– –	1 79		
–	–	–	–	–	–	– –	– –	7 16		
–	–	–	–	–	–	– –	– –	3 78		
–	–	–	–	–	–	– –	– –	0 38		
3	4	–	5	39	–	76	9 24	– –	10 47	
–	–	–	–	–	–	– –	– –	0 65		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	0 11	28 76		
–	–	–	–	–	–	– –	– –	0 69		
–	–	–	–	–	–	– –	– –	1 53	48 77	No Return has been received from this Company.
–	–	–	–	–	–	– –	– –	16 60		
–	–	–	–	–	–	– –	– –	0 32		
–	–	–	–	–	–	– –	– –	0 16		
–	–	–	–	–	–	– –	3 4	– –		
–	–	–	–	–	–	– –	– –	1 15		
–	–	–	–	–	–	– –	– –	0 72		
–	–	–	–	–	–	– –	– –	0 25	10 13	– – The works on the Branch entered as in course of construction were suspended on the 30th June 1856.
–	–	–	–	–	–	– –	– –	1 34		
–	–	–	–	–	–	– –	– –	2 71		
–	–	–	–	–	–	– –	– –	0 32		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	9 27	9 27	*See* Return for Lines open.
–	–	–	2	29	74	115	22 0	0 27		
							– –	3 48	33 17	
							– –	1 44		
							– –	5 58		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	10 37	10 37	– – The length of this Line is derived from records in this Office. The Secretary states in a former Return, that "nothing had been done, and that no persons are employed."
–	–	–	–	–	–	1	– –	6 68	6 68	
–	–	–	–	–	–	– –	– –	69 27	69 27	*See* Remark to "Exeter and Exmouth."
–	–	–	–	–	–	2	– –	13 40	13 40	
–	–	–	–	–	–	– –	– –	– –	– –	– – This Company was incorporated to complete the unfinished portion of the Wilts, Somerset and Weymouth Railway between Frome and Weymouth.
12	–	1	24	109	58	210	– –	– –	– –	– – The whole of this Company's Line is now open. The persons here entered were employed in widening a tunnel for a second Line.
–	–	–	–	–	–	– –	– –	1 14	2 27	These lengths have been derived from the previous Return.
–	–	–	–	–	–	– –	1 13	– –		

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Great Northern:										
Isle of Axholme	11 & 12 Vic. c. 114	–	–	–	–	–	–	–	–	–
Fletton Curves	13 & 14 Vic. c. 61	–	–	–	–	–	–	–	–	–
Wakefield Station and Approach	Ditto	–	–	–	–	–	–	–	–	–
Ordsall Curves	14 & 15 Vic. c. 114	–	–	–	–	–	–	–	–	–
Sheffield Branch and Station	Ditto	–	–	–	–	–	–	–	–	–
Askern to York Section	9 & 10 Vic. c. 71	–	–	–	–	–	–	–	–	–
Gainsborough to Bawtry Section	Ditto	–	–	–	–	–	–	–	–	–
Branch to Shipping Quay at Boston	Ditto	–	–	–	–	–	–	–	–	–
Branch to River Trent	Ditto	–	–	–	–	–	–	–	–	–
Branches to Hull and Selby Railway	Ditto	–	–	–	–	–	–	–	–	–
Bedford Branch	Ditto	–	–	–	–	–	–	–	–	–
Stamford and Spalding Railway	9 & 10 Vic. c. 352	–	–	–	–	–	–	–	–	–
Bishopsthorpe Deviation	10 & 11 Vic. c. 146	–	–	–	–	–	–	–	–	–
Hertford, Hatfield and St. Alban's (part of)	10 & 11 Vic. c. 272	–	–	–	–	–	–	–	–	–
Sutton Branch	10 & 11 Vic. c. 286	–	–	–	–	–	–	–	–	–
Isle of Axholme, Heck Branch	11 & 12 Vic. c. 114	–	–	–	–	–	–	–	–	–
Great North of England		–	–	–	–	–	–	–	–	–
Great North of England, Clarence and Hartlepool Junction		–	–	–	–	–	–	–	–	–
Great Western:										
Oxford and Rugby Railway	8 & 9 Vic. c. 188	–	–	–	–	–	–	–	–	–
Monmouth and Hereford	8 & 9 Vic. c. 191	–	–	–	–	–	–	–	–	–
West London Extension and Branches	10 & 11 Vic. c. 91	–	–	–	–	–	–	–	–	–
Branch from Tiverton to Radstock *Branch from Twyford to Henley* *Bathampton Deviation* *Old Oak Common Deviation*	10 & 11 Vic. c. 226	–	–	–	–	–	–	–	–	–
Berks and Hants Extension	11 & 12 Vic. c. 74	–	–	–	–	–	–	–	–	–
Leamington Line	11 & 12 Vic. c. 158 11 & 12 Vic. c. 159	–	–	–	–	–	–	–	–	–
Junction at Wolverhampton	15 & 16 Vic. c. 133	–	–	–	–	–	–	–	–	–
Branch to North and South Western Junction	16 & 17 Vic. c. 153	–	–	–	–	–	–	–	–	–
Branch at Reading	17 & 18 Vic. c. 108	–	–	–	–	–	–	–	–	–
Great Western and Uxbridge Henley Branch	9 & 10 Vic. c. 166 10 & 11 Vic. c. 226	–	–	–	–	–	–	–	–	–
Frome to Weymouth	8 & 9 Vic. c. 53 9 & 10 Vic. c. 313 10 & 11 Vic. c. 60	2	–	12	11	1	–	26	3	8
Bradford and Bathampton Branch	8 & 9 Vic. c. 53 9 & 10 Vic. c. 313	–	–	–	–	–	–	–	–	–
Devizes Branch	Ditto	–	–	–	–	–	–	–	–	–
Radstock Branch	Ditto	–	–	–	–	–	–	–	–	–
Sherborne Branch	8 & 9 Vic. c. 53	–	–	–	–	–	–	–	–	–
Bridport Branch	Ditto	–	–	–	–	–	–	–	–	–
Shrewsbury and Birmingham Section:										
Branch to Coalbrook Dale	9 & 10 Vic. c. 307	–	–	–	–	–	–	–	–	–
Madeley Branch	10 & 11 Vic. c. 80 12 & 13 Vic. c. 85	–	–	–	–	–	–	–	–	–
Ironbridge Branch	10 & 11 Vic. c. 80	–	–	–	–	–	–	–	–	–
Shrewsbury and Chester Section:										
Branches to River Dee	12 & 13 Vic. c. 55	–	–	–	–	–	–	–	–	–
Walton Branch	15 & 16 Vic. c. 146	–	–	–	–	–	–	–	–	–
Great Western and Brentford	18 Vic. c. 191	1	–	–	–	–	–	–	–	–
Great Western and Uxbridge	9 & 10 Vic. c. 166	–	–	–	–	–	–	–	–	–
Hampstead Junction	16 & 17 Vic. c. 222	1	–	1	1	–	–	1	1	–
Hartlepool Dock and Railway		–	–	–	–	–	–	–	–	–
Hayling Bridge and Causeway	14 & 15 Vic. c. 26	–	–	–	–	–	–	–	–	–
Hereford, Ross and Gloucester		–	–	–	–	–	–	–	–	–
Herne Bay and Canterbury Junction	10 & 11 Vic. c. 87	–	–	–	–	–	–	–	–	–
Hertford and Welwyn Junction	17 & 18 Vic. c. 127	1	–	1	4	–	–	2	1	–
Horncastle		–	–	–	–	–	–	–	–	–
Hull and Holderness		–	–	–	–	–	–	–	–	–
Hull and Selby		–	–	–	–	–	–	–	–	–
Kendal and Windermere		–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	-	- -	28 54		
-	-	-	-	-	-	-	- -	0 76		
-	-	-	-	-	-	-	- -	0 57		
-	-	-	-	-	-	-	- -	0 51		
-	-	-	-	-	-	-	- -	0 36		
-	-	-	-	-	-	-	- -	25 46		
-	-	-	-	-	-	-	- -	11 26		
-	-	-	-	-	-	-	- -	0 52		
-	-	-	-	-	-	-	- -	0 38	113 37	- - These Lines have not been returned by the Company, and
-	-	-	-	-	-	-	- -	1 3		are derived from records in this Office.
-	-	-	-	-	-	-	- -	8 45		
-	-	-	-	-	-	-	- -	7 51		
-	-	-	-	-	-	-	- -	1 68		
-	-	-	-	-	-	-	- -	14 15		
-	-	-	-	-	-	-	- -	3 39		
-	-	-	-	-	-	-	- -	7 20		
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	15 32		
-	-	-	-	-	-	-	- -	36 20		
-	-	-	-	-	-	-	- -	7 40		
-	-	-	-	-	-	-	- -	22 66	- -	- - The lengths of the Lines not in course of construction
-	-	-	-	-	-	-	- -	35 60		have been derived from former Returns.
-	-	-	-	-	-	-	- -	2 39		
-	-	-	-	-	-	-	- -	2 60		
-	-	-	-	-	-	-	- -	1 66		
-	-	-	-	-	-	-	- -	0 40		
-	-	-	-	-	-	-	2 40		226 4	
							4 47			
26	10	2	168	847	2	1,118	53 0			
-	-	-	-	-	-	-	9 12	28 17		
-	-	-	-	-	-	-	8 19			
-	-	-	-	-	-	-	- -			
-	-	-	-	-	-	-	- -			
-	-	-	-	-	-	-	- -	1 31		
-	-	-	-	-	-	-	3 61	0 6	6 54	
-	-	-	-	-	-	-	- -	1 36		
-	-	-	-	-	-	-	- -	1 52		
-	-	-	-	-	-	-	- -	0 38	2 10	
-	-	-	-	-	-	1	- -	4 32	4 32	
-	-	-	-	-	-	-	- -	- -	- -	*See* " Great Western."
-	-	-	-	-	-	5	0 27	6 36	6 63	
-	-	-	-	-	-	-	- -	- -	- -	- - This Company possesses no authority, still in force, to con-
-	-	-	-	-	-	-	- -	1 26	1 26	struct new Railways.
-	-	-	-	-	-	-	- -	- -	- -	- - The powers of this Company for the purchase of land have expired.
-	-	-	-	-	-	-	- -	3 66	3 66	*See* Return for Lines open.
4	1	-	19	101	-	134	7 30	- -	7 30	The length of this Line has been taken from former Return.
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Lancashire and Yorkshire:										
Bacup Branch	9 & 10 Vic. c. 306	–	–	–	–	–		–	–	–
Coal Branches	– – Ditto – –	–	–	–	–	–	–	–	–	–
Wadley Branches	12 & 13 Vic. c. 50	–	–	–	–	–	–	–	–	–
Liverpool Dock Branches	17 Vic. c. 58 –	–	–	–	–	–	–	–	–	–
Middleton Branch	17 Vic. c. 59 –	–	–	–	–	–	–	–	–	–
Manchester and Southport Section	10 & 11 Vic. c. 221	–	–	–	–	–	–	–	–	–
North and South Forks, Lathom	– – Ditto – –									
Hindley Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Westhoughton Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Bay Lane Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Astley Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Tyldisley Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Hulton Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Wardley Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Lancaster and Carlisle	– – – –	–	–	–	–	–	–	–	–	–
Lancaster and Preston Junction	– – – –	–	–	–	–	–	–	–	–	–
Leeds, Bradford and Halifax Junction:										
Gildersome-street Branch	16 & 17 Vic. c. 111	3	1	3	1	2	3	3	1	1
Extension to East Ardsley	17 & 18 Vic. c. 162	–	–	–	–	–	–	–	–	–
Leominster and Kington	17 & 18 Vic. c. 144	1	1	1	1	1	–	2	1	1
Liskeard and Caradon:										
Branch from Crow's Nest to Tokenbury Corner	6 & 7 Vic. c. 43 –	–	–	–	–	–	–	–	–	–
Liverpool, Manchester and Newcastle-upon-Tyne Junction	9 & 10 Vic. c. 90 10 & 11 Vic. c. 227	1	–	–	–	–	–	–	–	–
Hawes Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Burnley Branch	10 & 11 Vic. c. 240	–	–	–	–	–	–	–	–	–
Llanelly Railway and Dock:										
Llandilo Extension	16 & 17 Vic. c. 169	–	–	2	1	1	1	7	1	1
Dinas Branch *Pistill Branch*	16 & 17 Vic. c. 169	–	–	–	–	–	–	–	–	–
Llanidloes and Newtown	16 & 17 Vic. c. 143 19 Vict. c. 22 –	1	–	1	–	–	–	–	–	–
Llynvi Valley:										
Llangonoyd to Bridgend Extension to St. Bride's Minor	18 Vic. c. 50 –	1	–	1	–	–	–	–	–	–
Junction with South Wales Railway	14 & 15 Vic. c. 125	–	–	–	–	–	–	–	–	–
Harbour Branch	16 & 17 Vic. c. 146	–	–	–	–	–	–	–	–	–
London and Blackwall:										
Branches to the London and St. Katherine's Docks	11 & 12 Vic. c. 90	–	–	–	–	–	–	–	–	–
Branch to Haydon Square	14 Vic. c. 28 –	–	–	–	–	–	–	–	–	–
London and Greenwich	– – – –	–	–	–	–	–	–	–	–	–
London and North Western:										
Leeds, Dewsbury and Manchester Railway (part of)	8 & 9 Vic. c. 36 9 & 10 Vic. c. 262	–	–	–	–	–	–	–	–	–
Rainford Branch	8 & 9 Vic. c. 123	–	–	–	–	–	–	–	–	–
Bollington Branch	9 & 10 Vic. c. 80	–	–	–	–	–	–	–	–	–
Huyton to Warrington Branch	9 & 10 Vic. c. 193	–	–	–	–	–	–	–	–	–
Huyton and Aston Branch	9 & 10 Vic. c. 261	–	–	–	–	–	–	–	–	–
Huyton, Prescot and St. Helen's Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Warrington and Kenyon Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Warrington and Parkside Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Edge Hill and Huyton Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Weedon and Northampton Branch	9 & 10 Vic. c. 309	–	–	–	–	–	–	–	–	–
Newport Pagnell, Olney and Wellingborough Branch	10 & 11 Vic. c. 107	–	–	–	–	–	–	–	–	–
Atherstone and Whiteacre Branch	10 & 11 Vic. c. 118	–	–	–	–	–	–	–	–	–
St. Alban's, Luton and Dunstable Branch	10 & 11 Vic. c. 132	–	–	–	–	–	–	–	–	–
Birmingham and Lichfield Railway	10 & 11 Vic. c. 139	–	–	–	–	–	–	–	–	–
Portobello and Wolverhampton Railway	10 & 11 Vic. c. 188	–	–	–	–	–	–	–	–	–
Branch from Kenilworth to Berkswell	10 & 11 Vic. c. 278	–	–	–	–	–	–	–	–	–
Widnes Branch	10 & 11 Vic. c. 294	–	–	–	–	–	–	–	–	–
Prescott Brook Colliery Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Craven Colliery Branch	11 & 12 Vic. c. 130	–	–	–	–	–	–	–	–	–
Mount Pleasant Colliery Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Northampton and Market Harborough	16 & 17 Vic. c. 160	–	–	–	–	–	–	–	–	–
St. Alban's Branch	16 & 17 Vic. c. 161	–	–	–	–	–	–	–	–	–
Crewe to Shrewsbury	16 & 17 Vic. c. 216	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	–	– –	8 22		
–	–	–	–	–	–	–	– –	5 4		
–	–	–	–	–	–	–	– –	0 58	16 73	– – These branches, and their lengths, have been derived from records in this Department.
–	–	–	–	–	–	–	– –	1 63		
–	–	–	–	–	–	–	– –	1 6		
–	–	–	–	–	–	–	– –	13 47½		
–	–	–	–	–	–	–	– –	0 34½		
–	–	–	–	–	–	–	– –	1 60		
–	–	–	–	–	–	–	– –	0 20½		
–	–	–	–	–	–	–	– –	0 44	24 71½	
–	–	–	–	–	–	–	– –	3 47		
–	–	–	–	–	–	–	– –	0 40		
–	–	–	–	–	–	–	– –	2 75		
–	–	–	–	–	–	–	– –	1 23		
–	–	–	–	–	–	–	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	–	– –	– –	– –	*See* Return for Lines open.
5	2	–	125	750	46	946	5 74	– –	10 14	
–	–	–	–	–	–	–	4 20			
4	3	–	23	155	–	194	13 0	– –	13 0	
–	–	–	–	–	–	–	– –	1 30	1 30	
–	–	–	–	–	–	1	– –	41 43		
–	–	–	–	–	–	–	– –	9 15	51 30	– – The portion of this Line to be constructed conjointly with the Northern Counties Union Railway Company, having been returned with the Lines of that Company, is not included in the length here given.
–	–	–	–	–	–	–	– –	0 52		
6	–	–	47	259	–	326	7 14	– –		
–	–	–	–	–	–	–	– –	0 28	7 73	
–	–	–	–	–	–	–	– –	0 31		
4	–	–	–	76	–	82	– –	12 4	12 4	
–	–	–	–	–	–	2	– –	9 2		
–	–	–	–	–	–	–	– –	2 24	12 52	
–	–	–	–	–	–	–	– –	0 76	– –	– – These lengths have been taken from records in this Department.
–	–	–	–	–	–	–	– –	0 30		
–	–	–	–	–	–	–	– –	0 31	0 46	
–	–	–	–	–	–	–	0 15	– –		
–	–	–	–	–	–	–	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	–	– –	2 75		
–	–	–	–	–	–	–	– –	5 0		
–	–	–	–	–	–	–	– –	2 20		
–	–	–	–	–	–	–	– –	12 0		
–	–	–	–	–	–	–	– –	12 4½		
–	–	–	–	–	–	–	– –	5 50		
–	–	–	–	–	–	–	– –	4 73⅓		
–	–	–	–	–	–	–	– –	4 45½		
–	–	–	–	–	–	–	– –	4 20½		
–	–	–	–	–	–	–	– –	5 73		
–	–	–	–	–	–	–	– –	20 36		
–	–	–	–	–	–	–	– –	6 56	193 9	
–	–	–	–	–	–	–	– –	22 53		
–	–	–	–	–	–	–	– –	13 50		
–	–	–	–	–	–	–	– –	2 7½		
–	–	–	–	–	–	–	– –	5 0		
–	–	–	–	–	–	–	– –	1 22½		
–	–	–	–	–	–	–	– –	0 40		
–	–	–	–	–	–	–	– –	2 54		
–	–	–	–	–	–	–	– –	0 31		
–	–	–	–	–	–	–	– –	18 14		
–	–	–	–	–	–	–	– –	7 33		
–	–	–	–	–	–	–	– –	32 50		

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
London and South Western:										
Basingstoke and Salisbury Railway	9 & 10 Vic. c. 370; 12 & 13 Vic. c. 33; 16 & 17 Vic. c. 164	–	–	3	3	–	2	14	–	–
London Bridge Extension	9 & 10 Vic. c. 391	–	–	–	–	–	–	–	–	–
Southampton and Dorchester Railway:										
Eling Branch	10 & 11 Vic. c 96	–	–	–	–	–	–	–	–	–
Lymington Branch	- - Ditto - -	–	–	–	–	–	–	–	–	–
Weymouth Branch	10 & 11 Vic. c. 97	–	–	–	–	–	–	–	–	–
Andover and Southampton Junction Railway	10 & 11 Vic. c. 115	–	–	–	–	–	–	–	–	–
Salisbury and Yeovil Extension	11 & 12 Vic. c. 87	–	–	–	–	–	–	–	–	–
Windsor, Staines and South Western (Staines to Wokingham)	10 & 11 Vic. c. 57	–	–	–	–	–	–	–	–	–
Branch at Nine Elms	18 & 19 Vic. c. 175	–	–	–	–	–	–	–	–	–
London, Brighton and South Coast:										
Brighton Goods Incline	- - - -	–	–	–	–	–	–	–	–	–
East Grinstead Branch	9 Vic. c. 54	–	–	–	–	–	–	–	–	–
Littlehampton Branch	9 Vic. c. 68	–	–	–	–	–	–	–	–	–
Steyning Branch	9 Vic. c. 69	–	–	–	–	–	–	–	–	–
Wandsworth Branch	9 & 10 Vic. c. 281	–	–	–	–	–	–	–	–	–
London Bridge Station Enlargement	16 & 17 Vic. c. 100	–	–	–	–	–	–	–	–	–
Loughor	9 & 10 Vic. c. 401; 14 & 15 Vic. c. 127	–	–	–	–	–	–	–	–	–
Lowestoft Railway and Harbour	- - - -	–	–	–	–	–	–	–	–	–
Lowestoft and Beccles	19 & 20 Vic. c. 53	1	1	2	–	–	1	–	–	–
Luton, Dunstable and Welwyn	18 & 19 Vic. c. 146	1	–	3	2	–	–	1	1	1
Manchester and Birmingham and North Staffordshire Junction	10 & 11 Vic. c. 233	–	–	–	–	–	–	–	–	–
Manchester and Salford Extension	14 & 15 Vic. c. 129	–	–	–	–	–	–	–	–	–
Manchester, Buxton, Matlock and Midlands Junction	9 & 10 Vic. c. 192; 10 & 11 Vic. c. 247; 11 & 12 Vic. c 156	–	–	–	–	–	–	–	–	–
Bakewell Branch	11 & 12 Vic. c. 156	–	–	–	–	–	–	–	–	–
Manchester, Sheffield and Lincolnshire:										
Caistor Branch	9 & 10 Vic. c. 98; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Newark Branch	9 & 10 Vic. c. 100; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Whaley Bridge and Hayfield Branches	9 & 10 Vic. c. 230; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Sheffield and Lincolnshire Junction Railway (part of)	9 & 10 Vic. c. 304; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Manchester and Lincoln Union Railway	9 & 10 Vic. c. 358; 10 & 11 Vic. c. 102; 10 & 11 Vic. c. 190; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Bugsworth Branch	10 & 11 Vic. c. 116; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Wragby Branch	10 & 11 Vic. c. 138; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Crossing of Sheffield Street in Manchester	11 & 12 Vic. c. 69; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Branch to the Sheffield Canal	11 & 12 Vic. c. 93; 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Coal Branches	15 & 16 Vic. c. 144									
Barnsley Branch	11 & 12 Vic. c. 63; 12 & 13 Vic. c. 81; 16 & 17 Vic. c. 145	2	–	–	4	–	–	3	–	–
Lincoln Junction	18 & 19 Vic. c. 91	–	–	–	–	–	–	–	–	–
Manchester South Junction and Altrincham	- - - -	–	–	–	–	–	–	–	–	–
Maryport and Carlisle:										
Dock Branches at Maryport	18 & 19 Vic. c. 79	–	–	–	–	–	–	–	–	–
Mayfield	14 Vic. c. 35	–	–	–	–	–	–	–	–	–
Metropolitan	16 & 17 Vic. c. 186; 17 & 18 Vic. c. 221; 18 & 19 Vic. c. 102	1	–	–	–	–	–	–	–	–
Middlesbro' and Redcar	- - - -	–	–	–	–	–	–	–	–	–
Middlesbrough and Guisbrough:										
Roseberry Branch	15 Vic. c. 73	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	130	506	–	658	18 26	– –		
–	–	–	–	–	–	– –	– –	1 37		
–	–	–	–	–	–	– –	– –	0 34½		
–	–	–	–	–	–	– –	– –	4 7½	114 77	– – The lengths of these Lines, except that in course of construction, are derived from records in this Department.
–	–	–	–	–	–	– –	– –	9 43		
–	–	–	–	–	–	– –	– –	19 55		
–	–	–	–	–	–	– –	– –	45 2		
–	–	–	–	–	–	– –	– –	16 25		
–	–	–	–	–	–	– –	– –	0 7		
–	–	–	–	–	–	– –	– –	0 42		
–	–	–	–	–	–	– –	– –	6 60		
–	–	–	–	–	–	– –	– –	1 20	19 2	Entered from former Return.
–	–	–	–	–	–	– –	– –	4 0		
–	–	–	–	–	–	– –	– –	6 40		
–	–	–	–	–	–	– –	– –	– –		
–	–	–	–	–	–	– –	– –	4 40	4 40	– – The Secretary states that the period for construction has expired.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Returns for Lines open.
–	–	–	–	–	–	5	– –	7 72	7 72	
3	–	–	–	31	2	45	5 –	13 32	18 32	
–	–	–	–	–	–	– –	– –	3 79	3 79	– – This length has been derived from a former Return, no Return having been received from the Company.
–	–	–	–	–	–	– –	– –	0 18	0 18	– – Ditto.
–	–	–	–	–	–	– –	– –	35 65	39 37	– – These lengths have been derived from former Returns. The Company state that the powers of construction have expired.
–	–	–	–	–	–	– –	– –	3 52		
–	–	–	–	–	–	– –	– –	2 61		
–	–	–	–	–	–	– –	– –	11 50		
–	–	–	–	–	–	– –	– –	15 5		
–	–	–	–	–	–	– –	– –	1 40		
–	–	–	–	–	–	– –	– –	11 45		
–	–	–	–	–	–	– –	– –	0 46	62 01	– – The lengths of these Lines are derived from records in this Department, except those portions entered as in course of construction, and which were returned by the Company.
–	–	–	–	–	–	– –	– –	4 50		
–	–	–	–	–	–	– –	– –	0 2		
–	–	–	–	–	–	– –	– –	0 36		
–	–	–	54	136	–	199	0 77	5 26		
							– –	6 64		
–	–	–	–	–	–	– –	– –	0 59		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	0 46	0 46	
–	–	–	–	–	–	– –	– –	6 0	6 0	Entered from a former Return.
–	–	1	–	–	–	2	– –	4 16	4 16	The Line is not yet commenced.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	2 14	2 14	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Mid-Kent	18 & 19 Vic. c. 169	1	–	1	–	–	1	2	–	–
Midland:										
Leicester and Hitchin	16 & 17 Vic. c. 108	1	–	6	6	5	1	32	5	5
Erewash Valley Railway Extension	9 & 10 Vic. c. 102	–	–	–	–	–	–	–	–	–
Claycross and Newark Railway (part of)	9 & 10 Vic. c. 157	–	–	–	–	–	–	–	–	–
Burton-upon-Trent to Nuneaton Line (part of)	9 & 10 Vic. c. 203	–	–	–	–	–	–	–	–	–
Extension at Birmingham	9 & 10 Vic. c. 254	–	–	–	–	–	–	–	–	–
Wansford Branch	9 Vic. c. 51 10 & 11 Vic. c. 215	–	–	–	–	–	–	–	–	–
Crich Branch	9 & 10 Vic. c. 102	–	–	–	–	–	–	–	–	–
New Brinsley Branch	9 & 10 Vic. c. 156	–	–	–	–	–	–	–	–	–
Wooden Box Branch	9 & 10 Vic. c. 203	–	–	–	–	–	–	–	–	–
King's Norton to Hales Owen Line	9 & 10 Vic. c. 340	–	–	–	–	–	–	–	–	–
South Junction at Knighton	10 & 11 Vic. c. 122	–	–	–	–	–	–	–	–	–
Branch to Gresley Collieries	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch to Gresley Wood	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch to Price's Colliery	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch to New Hall Field Colliery	– – Ditto – –	–	–	–	–	–	–	–	–	–
Alfreton Branch	10 & 11 Vic. c. 191	–	–	–	–	–	–	–	–	–
Lincoln Extensions	10 & 11 Vic. c. 214	–	–	–	–	–	–	–	–	–
Ripley Branches	11 & 12 Vic. c. 88	–	–	–	–	–	–	–	–	–
Leeds and Bradford Section:										
Branches from Keighley to Haworth	8 & 9 Vic. c. 38	–	–	–	–	–	–	–	–	–
Junction Line at Bradford	9 & 10 Vic. c. 301	–	–	–	–	–	–	–	–	–
Milford	19 Vic. c. 14	–	–	–	–	–	–	–	–	–
Monmouthshire Railway and Canal	8 & 9 Vic. c. 169 11 & 12 Vic. c. 120	–	–	–	–	–	–	–	–	–
Blaenafon Branch Improvement, &c.	15 & 16 Vic. c. 126 16 & 17 Vic. c. 195									
Newcastle-upon-Tyne and Carlisle	– – – –	–	–	–	–	–	–	–	–	–
Newmarket:										
Ely Branch	10 Vic. c. 12	–	–	–	–	–	–	–	–	–
Thetford Extension	10 Vic. c. 20	–	–	–	–	–	–	–	–	–
Newport, Abergavenny and Hereford:										
Pontypool Branch	9 & 10 Vic. c. 303	–	–	–	–	–	–	–	–	–
Usk Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Usk Bridge Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Ragland Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch to Llanvihangel Tramroad	10 & 11 Vic. c. 86	–	–	–	–	–	–	–	–	–
Second Branch to Llanvihangel Tramroad	– – Ditto – –	–	–	–	–	–	–	–	–	–
Extension to Taff Vale Railway	10 & 11 Vic. c. 117 16 & 17 Vic. c. 178	1	–	3	3	2	1	6	3	2
Norfolk:										
Extension (Fakenham to Wells and Blakeney)	9 & 10 Vic. c. 169	–	–	–	–	–	–	–	–	–
Diss Branch	10 & 11 Vic. c. 94	–	–	–	–	–	–	–	–	–
Northampton and Banbury	10 & 11 Vic. c. 178	1	–	–	–	–	–	–	–	–
North and South Western Junction	14 & 15 Vic. c. 100	–	–	–	–	–	–	–	–	–
Hammersmith Branch	16 & 17 Vic. c. 69	–	–	1	1	–	–	1	–	–
North Devon:										
Bideford Branch	10 & 11 Vic. c. 273	–	–	–	–	–	–	–	–	–
South Molton Branch	14 & 15 Vic. c. 83	–	–	–	–	–	–	–	–	–
North Eastern:										
Main Line Improvement	11 & 12 Vic. c. 24	1	–	3	8	5	3	14	6	6
Faucett Street Branch	9 & 10 Vic. c. 264	–	–	–	–	–	–	–	–	–
Thirsk and Malton Branch	9 Vic. c. 58	–	–	–	–	–	–	–	–	–
Brewery Quay Branch *Miscalp Dock Branch*	8 & 9 Vic. c. 92	–	–	–	–	–	–	–	–	–
Blyth Branch	8 & 9 Vic. c. 163 12 & 13 Vic. c. 58	–	–	–	–	–	–	–	–	–
Bishop Auckland Branch	9 & 10 Vic. c. 264 11 & 12 Vic. c. 24	–	–	–	–	–	–	–	–	–
Pelaw Branch	10 & 11 Vic. c. 134	–	–	–	–	–	–	–	–	–
Branches to Docks	– – Ditto – –	–	–	–	–	–	–	–	–	–
Hartlepool Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Easingwold Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Thrislington Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Lowick Branch	12 & 13 Vic. c. 58	–	–	–	–	–	–	–	–	–
Alnmouth Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Quay Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
2	4	–	22	158	–	191	4 40	0 51	5 11	
75	12	–	270	1,989	3	2,410	62 71	– –		
–	–	–	–	–	–	–	– –	7 13		
–	–	–	–	–	–	–	– –	25 70		
–	–	–	–	–	–	–	– –	16 65		
–	–	–	–	–	–	–	– –	0 38		
–	–	–	–	–	–	–	– –	5 76		
–	–	–	–	–	–	–	– –	1 20		
–	–	–	–	–	–	–	– –	0 11		
–	–	–	–	–	–	–	– –	2 60		
–	–	–	–	–	–	–	– –	5 48		
–	–	–	–	–	–	–	– –	0 30	147 53	– – The lengths of these Lines, with the exception of that of the Leicester and Hitchin, are derived from previous Returns, not being returned by the Company.
–	–	–	–	–	–	–	– –	0 41		
–	–	–	–	–	–	–	– –	0 48		
–	–	–	–	–	–	–	– –	0 19		
–	–	–	–	–	–	–	– –	0 11		
–	–	–	–	–	–	–	– –	0 38		
–	–	–	–	–	–	–	– –	0 51		
–	–	–	–	–	–	–	– –	10 28		
–	–	–	–	–	–	–	– –	4 33		
–	–	–	–	–	–	–	– –	1 2		
–	–	–	–	–	–	–	– –	3 53	3 53	
–	–	–	–	–	–	–	– –	7 63	7 63	*See* Return for Lines open.
–	–	–	–	–	–	–	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	–	– –	13 64	27 50	– – These Branches not having been returned by the Company, the lengths have been derived from records in this Office.
–	–	–	–	–	–	–	– –	13 66		
–	–	–	–	–	–	–	– –	0 16½		
–	–	–	–	–	–	–	– –	4 64		
–	–	–	–	–	–	–	– –	0 40½		
–	–	–	–	–	–	–	– –	6 22	25 53	– – These lengths, except that entered as in course of construction, have been derived from a former Return.
–	–	–	–	–	–	–	– –	1 38		
–	–	–	–	–	–	–	– –	0 20		
–	–	–	144	1,018	–	1,183	10 29	1 63		
–	–	–	–	–	–	–	– –	16 20	27 75	These lengths have been taken from former Returns.
–	–	–	–	–	–	–	– –	11 55		
–	–	–	–	–	–	1	– –	21 73	21 73	– – The length of this Railway is derived from records in this Department, no Return having been received from the Company.
–	–	–	–	–	–	–	– –	0 23	1 43	
–	–	–	–	26	–	29	1 20	– –		
–	–	–	–	–	–	–	– –	6 1½	13 28	– – The Secretary states, that the powers for the construction of these two Branches have expired.
–	–	–	–	–	–	–	– –	7 26½		
19	4	3	337	1,849	–	2,258	15 6	13 1		
–	–	–	–	–	–	–	– –	0 17		
–	–	–	–	–	–	–	– –	5 28		
–	–	–	–	–	–	–	– –	– –	– –	– – The lengths of these Branches are omitted, as the powers for making them appear to have expired.
–	–	–	–	–	–	–	– –	4 73		
–	–	–	–	–	–	–	– –	0 74	61 05	
–	–	–	–	–	–	–	– –	2 66		
–	–	–	–	–	–	–	– –	2 70		
–	–	–	–	–	–	–	– –	6 56		
–	–	–	–	–	–	–	– –	3 33		
–	–	–	–	–	–	–	– –	0 33		
–	–	–	–	–	–	–	– –	4 6		
–	–	–	–	–	–	–	– –	0 78		
–	–	–	–	–	–	–	– –	0 24		

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
North Eastern—*continued.*										
York and North Midland Section:										
Castleton Branch	9 Vic. c. 59	–	–	–	–	–	–	–	–	–
Hornsea Branch	9 Vic. c. 66	–	–	–	–	–	–	–	–	–
Extension to Docks at Kingston-upon-Hull	9 Vic. c. 65 12 & 13 Vic. c. 60	–	–	–	–	–	–	–	–	–
Market Weighton Line (part of)	9 Vic. c. 66 12 & 13 Vic. c. 60	–	–	–	–	–	–	–	–	–
Leeds Extension	9 & 10 Vic. c. 89 12 & 13 Vic. c. 60	–	–	–	–	–	–	–	–	–
Harrogate, Knaresbro', and Boroughbridge Branch	10 & 11 Vic. c. 140 10 & 11 Vic. c. 219	–	–	–	–	–	–	–	–	–
Leeds Northern Section:										
Harrogate Branch	8 & 9 Vic. c. 104	–	–	–	–	–	–	–	–	–
Extension to Stockton and Hartlepool Railway	9 & 10 Vic. c. 149	–	–	–	–	–	–	–	–	–
St. Helen's Branch	8 & 9 Vic. c. 104 9 & 10 Vic. c. 153	–	–	–	–	–	–	–	–	–
Harrogate and Pateley Line	11 & 12 Vic. c. 68	–	–	–	–	–	–	–	–	–
Malton and Driffield Line:										
Branch to Fordingbridge	9 & 10 Vic. c. 77	–	–	–	–	–	–	–	–	–
Northern and Eastern	- - - -	–	–	–	–	–	–	–	–	–
Northern Counties Union	9 & 10 Vic. c. 260 10 & 11 Vic. c. 290	1	–	–	–	–	–	–	–	–
Leyburn to Newton-le-Willows Section	9 & 10 Vic. c. 260 10 & 11 Vic. c. 227	–	–	–	–	–	–	–	–	–
North London:										
Branches to Eastern Counties Railway	13 & 14 Vic. c. 36	–	–	–	–	–	–	–	–	–
North Staffordshire:										
Newcastle-under-Lyme Branch	9 & 10 Vic. c. 85 13 & 14 Vic. c. 55	–	–	–	–	–	–	–	–	–
Sandbach Branch	9 & 10 Vic. c. 84	–	–	–	–	–	–	–	–	–
Loop Line through Burslem	10 & 11 Vic. c. 108	–	–	–	–	–	–	–	–	–
Branch to Earl of Granville's Ironworks	- - Ditto - -	–	–	–	–	–	–	–	–	–
Potteries, Biddulph and Congleton Line	17 & 18 Vic. c. 194	–	–	–	–	–	–	–	–	–
North Union	- - - -	–	–	–	–	–	–	–	–	–
North Western	9 & 10 Vic. c. 92 9 & 10 Vic. c. 184 12 & 13 Vic. c. 19	–	–	–	–	–	–	–	–	–
North Yorkshire and Cleveland	17 & 18 Vic. c. 151	1	–	3	1	–	–	3	1	–
Whorlton Branch	18 & 19 Vic. c. 116									
Middlesbrough and Guisborough Branch	18 & 19 Vic. c. 116	–	–	–	–	–	–	–	–	–
Norwich and Spalding	16 & 17 Vic. c. 124	1	–	1	–	–	–	–	–	–
Oswestry and Newtown	18 & 19 Vic. c. 86	–	–	–	–	–	–	–	–	–
Oxford, Worcester and Wolverhampton:										
Stour Valley Junction (East Branch)	15 & 16 Vic. c. 145	–	–	–	–	–	–	–	–	–
Worcester Branch	8 & 9 Vic. c. 184	–	–	–	–	–	–	–	–	–
Stourbridge Branch	- - Ditto - - 17 & 18 Vic. c. 207	–	–	–	–	–	–	–	–	–
Kingswinford Branch	8 & 9 Vic. c. 184 18 & 19 Vic. c. 181	–	–	–	–	–	–	–	–	–
Witney Branch	9 & 10 Vic. c. 278	–	–	–	–	–	–	–	–	–
Stratford-upon-Avon-Branch	- - Ditto - - 17 & 18 Vic. c. 207	–	–	–	–	–	–	–	–	–
Diglis Branch	18 & 19 Vic. c. 181	–	–	–	–	–	–	–	–	–
Branch to Wolverhampton Goods Station	- - Ditto - -	–	–	–	–	–	–	–	–	–
Branch to Woodside Iron Works	- - Ditto - -	–	–	–	–	–	–	–	–	–
Parkgate and Chester and Birkenhead	10 & 11 Vic. c. 187	–	–	–	–	–	–	–	–	–
Port Carlisle Dock and Railway	- - - -	–	–	–	–	–	–	–	–	–
Portsmouth	18 & 19 Vic. c. 177 16 & 17 Vic c. 99	1	–	3	–	–	–	33	–	1
Shalford Extension	17 & 18 Vic. c. 186	–	–	–	–	–	–	–	–	–
Preston and Longridge	- - - -	–	–	–	–	–	–	–	–	–
Rhymney	17 & 18 Vic. c. 193	1	–	2	–	–	–	9	2	11
Rhymney Extension	18 & 19 Vic. c. 110									
Cil Nant Branch	17 & 18 Vic. c. 193	–	–	–	–	–	–	–	–	–
Branch to Newport, Abergavenny and Hereford Railway	18 & 19 Vic. c. 110	–	–	–	–	–	–	–	–	–
Caerphilly Branch	- - Ditto - -	–	–	–	–	–	–	–	–	–
Bute Dock Branch	- - Ditto - -	–	–	–	–	–	–	–	–	–
Royston and Hitchin	- - - -	–	–	–	–	–	–	–	–	–
St. George's Harbour	16 & 17 Vic. c. 213	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	-	- -	- -	- -	- - The lengths of these two Branches are omitted, as the powers for making them appear to have expired.
-	-	-	-	-	-	-	- -	- -	- -	
-	-	-	-	-	-	-	- -	4 0		
-	-	-	-	-	-	-	- -	9 50		
-	-	-	-	-	-	-	- -	14 61	38 71	- - The lengths of these Lines are derived from former Returns.
-	-	-	-	-	-	-	- -	10 40		
-	-	-	-	-	-	-	- -	1 45		
-	-	-	-	-	-	-	- -	3 34		
-	-	-	-	-	-	-	- -	2 0	19 79	
-	-	-	-	-	-	-	- -	13 0		
-	-	-	-	-	-	-	- -	5 4	5 4	
-	-	-	-	-	-	-	- -	- -	- -	*See* Returns for Lines open.
-	-	-	-	-	-	1	- -	112 4	124 44	
-	-	-	-	-	-	-	- -	12 40	- -	- - By Act 10 & 11 Vic. c. 227, the Liverpool, Manchester and Newcastle-upon-Tyne Railway Company are authorized to construct this section of the Railway conjointly with the Northern Counties Union Railway Company.
-	-	-	-	-	-	-	- -	1 1	1 1	This length is derived from records in this Department.
-	-	-	-	-	-	-	- -	1 52		
-	-	-	-	-	-	-	6 40	1 47		
-	-	-	-	-	-	-	- -	2 78	32 31	- - The Company state that the 6½ miles here entered of the Sandbach Branch have been opened for the conveyance of minerals. The 1 mile 32 chains have been entered from former Return.
-	-	-	-	-	-	-	- -	1 32		
-	-	-	-	-	-	-	- -	18 22		
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	19 10	19 10	
1	-	-	96	318	-	424	14 68	15 2	37 60	
-	-	-	-	-	-	-	2 6	- -		
-	-	-	-	-	-	-	- -	5 64		
-	-	-	-	-	-	2	- -	24 55	24 55	
-	-	-	-	-	-	-	- -	29 78	29 78	
-	-	-	-	-	-	-	- -	0 15		
-	-	-	-	-	-	-	- -	1 35		
-	-	-	-	-	-	-	- -	0 77		
-	-	-	-	-	-	-	- -	0 47		
-	-	-	-	-	-	-	- -	3 52		
-	-	-	-	-	-	-	- -	4 77	23 30	
-	-	-	-	-	-	-	- -	9 8		
-	-	-	-	-	-	-	- -	1 35		
-	-	-	-	-	-	-	- -	0 46		
-	-	-	-	-	-	-	- -	0 38		
-	-	-	-	-	-	-	- -	5 12	5 12	- - This entry is derived from previous Return. The Secretary states that "the Company has been abandoned."
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	109	361	-	508	32 22	- -	34 59	
-	-	-	-	-	-	-	- -	2 37		
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	149	1,348	-	1,522	7 10	0 33		
-	-	-	-	-	-	-	10 50	2 60		
-	-	-	-	-	-	-	- -	0 28	23 43	
-	-	-	-	-	-	-	- -	0 72		
-	-	-	-	-	-	-	- -	1 30		
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	4 28	4 28	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
St. Helen's Canal and Railway:										
Branch at Warrington to Birkenhead, Lancashire and Cheshire Junction Railway	10 & 11 Vic. c. 271	–	–	–	–	–	–	–	–	–
St. Helen's to Rainford	16 & 17 Vic. c. 134	–	–	–	–	–	–	–	–	–
Ravenshead Branch Extension										
St. Ives and West Cornwall Junction	16 & 17 Vic. c. 155	–	–	–	–	–	–	–	–	–
Salisbury and Yeovil	17 & 18 Vic. c. 215	1	–	2	1	–	–	1	–	–
Branch to the Wilts, Somerset and Weymouth Railway	18 & 19 Vic. c. 52									
Saundersfoot Railway and Harbour	–	–	–	–	–	–	–	–	–	–
Severn Valley	16 & 17 Vic. c. 227	–	–	–	–	–	–	–	–	–
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole	9 & 10 Vic. c. 354	–	–	–	–	–	–	–	–	–
Shrewsbury and Hereford	–	–	–	–	–	–	–	–	–	–
Shropshire Union Railways and Canal	–	–	–	–	–	–	–	–	–	–
Somerset Central	15 Vic. c. 63	–	–	–	–	–	–	–	–	–
Glastonbury to Wells Highbury to Burnham Branch to Pier	18 & 19 Vic. c. 182	–	–	–	–	–	–	–	–	–
South Devon:										
Sutton Pool Branch	17 & 18 Vic. c. 122 9 & 10 Vic. c. 402	–	–	1	1	–	–	2	–	–
Millbay Branch	7 & 8 Vic. c. 68 9 & 10 Vic. c. 402	–	–	–	–	–	–	–	–	–
Devonport Branch	9 & 10 Vic. c. 402	–	–	–	–	–	–	–	–	–
Torquay Extension	10 & 11 Vic. c. 242	–	–	–	–	–	–	–	–	–
Brixham Extension	Ditto	–	–	–	–	–	–	–	–	–
South Devon and Tavistock *Branch to Lee Moor*	17 & 18 Vic. c. 189	–	–	–	–	–	–	–	–	–
South Eastern:										
Tunbridge Wells and Hastings Branch	9 Vic. c. 64	–	–	–	–	–	–	–	–	–
Railway from Rye to Rye Harbour	9 Vic. c. 55	–	–	–	–	–	–	–	–	–
South Staffordshire:										
Cannock Branch	17 Vic. c. 53	1	–	3	5	1	1	9	2	1
Darlaston Branch	9 & 10 Vic. c. 300	–	–	–	–	–	–	–	–	–
Daw End Branch	Ditto	–	–	–	–	–	–	–	–	–
Wyrley Branch	10 & 11 Vic. c. 189	–	–	–	–	–	–	–	–	–
Norton Branch	17 Vic. c. 53	1	–	3	4	–	–	3	2	1
Branches to London and North Western Railway, &c.	18 & 19 Vic. c. 175	–	–	–	–	–	–	–	–	–
South Wales:										
Forest of Dean and Bullo Pill Branches	14 & 15 Vic. c. 52	–	–	–	–	–	–	–	–	–
Briton Ferry Branch	14 & 15 Vic. c. 52									
Pembroke Branch	8 & 9 Vic. c. 190 13 Vic. c. 7 16 & 17 Vic. c. 210	–	–	–	–	–	–	–	–	–
West Branch to Pennar	16 & 17 Vic. c. 210	–	–	–	–	–	–	–	–	–
Bute Dock Branch	18 & 19 Vic. c. 98	–	–	–	–	–	–	–	–	–
South Wales Mineral	16 & 17 Vic. c. 197	1	–	3	–	–	–	2	–	1
South Yorkshire	10 & 11 Vic. c. 291 11 & 12 Vic. c. 69 13 & 14 Vic. c. 35	1	–	1	–	–	–	2	–	–
Staines, Wokingham and Woking:										
Woking Branch	16 & 17 Vic. c. 85	–	–	–	–	–	–	–	–	–
Stamford and Essendine	16 & 17 Vic. c. 199	1	–	–	–	–	1	–	–	–
Stockport, Disley and Whaley Bridge	17 & 18 Vic. c. 200	2	–	2	1	1	1	2	–	2
Junction with Cromford and High Peak Railway	18 & 19 Vic. c. 130	–	–	–	–	–	–	–	–	–
Stockton and Darlington:										
Tunnel Branch	17 & 18 Vic. c. 128	–	–	–	–	–	2	2	–	1
Junction with the Darlington and Barnard Castle Railway Waskelly Branch Towland Branch High Water Houses Branch Redmoor and Stanley Branches	18 & 19 Vic. c. 149	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	-	-	0 34	8 48	
-	-	-	-	-	-	-	-	6 52		
-	-	-	-	-	-	-	-	1 42		
-	-	-	-	-	-	-	-	3 55	3 55	No Return has been received from this Company.
-	-	1	-	65	-	71	40 1	-	40 31	
							0 30			
-	-	-	-	-	-	-	-	-	-	*See* Return for Lines open.
-	-	-	-	-	-	-	-	40 47	40 47	
-	-	-	-	-	-	-	-	-	-	*See* Return for Lines open.
-	-	-	-	-	-	-	-	-	-	*See* Return for Lines open.
-	-	-	-	-	-	-	-	-	-	*See* Return for Lines open.
-	-	-	-	-	-	-	-	0 31	7 38	
-	-	-	-	-	-	-	-	5 35		
-	-	-	-	-	-	-	-	1 39		
-	-	-	-	-	-	-	-	0 13		
1	-	-	18	68	-	91	1 68	-		
-	-	-	-	-	-	-	-	0 41	12 12	These lengths have been derived from former Returns.
-	-	-	-	-	-	-	-	0 79		
-	-	-	-	-	-	-	-	0 60		
-	-	-	-	-	-	-	-	8 4		
-	-	-	-	-	-	-	4 11	13 1	17 12	- - The Line entered as in course of construction was completed, but had not been opened.
-	-	-	-	-	-	-	-	5 10	7 0	
-	-	-	-	-	-	-	-	1 70		
2	1	-	60	540	-	626	7 29	-	18 54	
-	-	-	-	-	-	-	-	1 40		
-	-	-	-	-	-	-	-	0 57		
-	-	-	-	-	-	-	-	0 33		
1	1	-	10	130	-	156	3 0	-		
-	-	-	-	-	-	-	-	5 55		
-	-	-	-	-	-	-	7 67	-		
-	-	-	-	-	-	-	0 63	-		
-	-	-	-	-	-	-	-	20 21	36 27	- - It appears from the Company's Return that the Forest of Dean Branch has been opened.
-	-	-	-	-	-	-	-	6 2		
-	-	-	-	-	-	-	-	1 34		
1	1	-	12	120	-	141	2 0	10 26	12 26	
2	1	-	2	49	-	58	-	19 76	19 76	These lengths are entered from former Returns.
-	-	-	-	-	-	-	5 8	-	5 8	
3	1	-	37	152	1	196	3 41	0 16	3 57	
23	1	1	114	1,076	-	1,226	10 07	-	10 30	
-	-	-	-	-	-	-	-	0 23		
3	-	-	17	324	-	349	2 68	-	10 12	
-	-	-	-	-	-	-	-	0 47		
							-	2 73		
							-	3 00		
							-	3 07		
							-	0 45		

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Stokes Bay Railway and Pier	18 & 19 Vic. c. 192	1	–	–	–	–	–	–	–	–
Swansea and Amman Junction	10 & 11 Vic. c. 179	–	–	–	–	–	–	–	–	–
Branch to Swansea Canal	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch from Nantmelyn to Gwaun Cae Gurwen Colliery.	– – Ditto – –	–	–	–	–	–	–	–	–	–
Swansea Vale:										
Extension to Fabians Bay and Pottery Branch	18 Vic. c. 60	–	–	1	1	–	–	–	–	–
Swansea Valley	10 & 11 Vic. c. 101	–	–	–	–	–	–	–	–	–
Forest Branches to Old Rolling Mill	– – Ditto – –	–	–	–	–	–	–	–	–	–
Cwmtwrch Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Ynisedwyn Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Taff Vale:										
Rhondda Fawr Branch	9 & 10 Vic. c. 393	4	–	1	–	–	–	3	–	1
Rhondda Pach Branch	– – Ditto – –									
Aerw Branch	– – Ditto – –									
Tenby, Saundersfoot and South Wales	9 & 10 Vic. c. 256	–	–	–	–	–	–	–	–	–
Thames Haven Dock and Railway	6 & 7 Will. 4, c. 108 5 & 6 Vic. c. 89 9 & 10 Vic. c. 144 14 & 15 Vic. c. 123 16 & 17 Vic. c. 70	–	–	–	–	–	–	–	–	–
Ulverstone and Lancaster	14 & 15 Vic. c. 102	1	–	2	4	3	3	6	–	1
Vale of Clwyd	19 & 20 Vic. c. 45	–	–	–	–	–	–	–	–	–
Vale of Neath:										
Blaenammanfach Branch	15 Vic. c. 16	–	–	1	–	–	–	3	–	–
Pwllfadare Branch										
Canal Branch at Aberdare	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch to Penderyn	9 & 10 Vic. c. 341	–	–	–	–	–	–	–	–	–
Vale of Towy	17 & 18 Vict. c. 150	1	–	1	1	1	1	5	2	1
Warrington and Stockport:										
Stockport Branch	16 & 17 Vic. c. 122	–	–	–	–	–	–	–	–	–
Waveney Valley:										
Tivett's Hall to Bungay	14 & 15 Vic. c. 66	1	–	2	–	1	1	–	1	–
Bungay to Beccles	16 & 17 Vic. c. 144	–	–	–	–	–	–	–	–	–
Wear Valley	– – – –	–	–	–	–	–	–	–	–	–
Wellington and Severn Junction	16 & 17 Vic. c. 214	1	–	1	1	–	1	1	–	–
Wells and Fakenham	17 & 18 Vic. c. 180	2	–	2	8	1	1	6	1	2
West Cornwall:										
Branch from Redruth to Ponsanooth	9 & 10 Vic. c. 336	–	–	–	–	–	–	–	–	–
Newham Branch	16 & 17 Vic. c. 187	–	–	–	–	–	–	–	–	–
Portion of Hayle Railway	– – – –	–	–	–	–	–	–	–	–	–
West End of London and Crystal Palace Railway	16 & 17 Vic. c. 180	1	–	7	–	–	–	3	–	1
Extension to Bromley and Farnborough	17 & 18 Vic. c. 210	–	–	–	–	–	–	–	–	–
West Hartlepool Harbour and Railway	– – – –	–	–	–	–	–	–	–	–	–
West London	– – – –	–	–	–	–	–	–	–	–	–
Westminster Terminus	17 & 18 Vic. c. 205	1	–	–	–	–	–	–	–	–
Westminster Terminus (Clapham to Norwood)	18 & 19 Vic. c. 198	1	–	–	–	–	–	–	–	–
West Somerset Mineral	18 & 19 Vic. c. 150	1	1	1	–	–	–	–	1	–
Wharfdale	9 & 10 Vic. c. 177	–	–	–	–	–	–	–	–	–
Whitehaven and Furness Junction:										
Branch to Whitehaven Harbour	11 & 12 Vic. c. 128	–	–	–	–	–	–	–	–	–
Branches to Whitehaven and Ravenglass Harbours	16 & 17 Vic. c. 171	–	–	–	–	–	–	–	–	–
Whitehaven, Cleator and Egremont	17 Vic. c. 64	1	–	1	1	–	–	4	–	1
Whitehaven Junction:										
Extension	11 & 12 Vic. c. 80	–	–	–	–	–	–	–	–	–
Wimbledon and Croydon	16 & 17 Vic. c. 86	–	–	–	–	–	–	–	–	–
Worcester and Hereford	16 & 17 Vic. c. 184	1	–	–	–	–	1	–	–	2
Wycombe	9 & 10 Vic. c. 236	–	–	–	–	–	–	–	–	–
TOTAL (Railways not open in ENGLAND and WALES)	– – – –	81	9	112	113	41	42	283	45	80

IN ENGLAND AND WALES, &c. ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	1	– –	1 67	1 67	
–	–	–	–	–	–	– –	– –	4 32	6 47	No Return has been received from the Company.
–	–	–	–	–	–	– –	– –	0 3		
–	–	–	–	–	–	– –	– –	2 12		
4	–	–	–	52	–	58	– –	0 20	0 20	– – These men are employed in improving 1 mile 65 chains of the original Line.
–	–	–	–	–	–	– –	– –	17 0	19 50	No Return has been received from this Company.
–	–	–	–	–	–	– –	– –	0 78		
–	–	–	–	–	–	– –	– –	1 5		
–	–	–	–	–	–	– –	– –	0 47		
1	–	–	–	36	–	46	7 50 4 10 1 3	– – – – – –	12 63	
–	–	–	–	–	–	– –	– –	7 20	7 20	Line not commenced.
–	–	–	–	–	–	– –	– –	– –	– –	– – This Line is now open, and forms a part of the London, Tilbury and Southend Line.
24	3	1	112	905	–	1,065	18 62	– –	18 62	
–	–	–	–	–	–	– –	– –	10 8	10 8	
2	–	–	3	57	–	66	5 20 1 25	0 65 0 7	10 60	– – Of the lengths entered as in course of construction, portions have been opened for mineral traffic.
–	–	–	–	–	–	– –	0 58	– –		
–	–	–	–	–	–	– –	– –	2 45		
2	–	–	28	65	–	108	11 17	– –	11 17	
–	–	–	–	–	–	– –	– –	7 60	7 60	
–	1	–	–	–	–	7	– –	7 8	13 13	
–	–	–	–	–	–	– –	– –	6 5		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	15	73	–	93	3 0	3 15	6 15	
32	1	–	119	357	–	532	9 40	0 13	9 53	
–	–	–	–	–	–	– –	– –	5 25	16 35	This length is derived from former Returns.
–	–	–	–	–	–	– –	– –	0 27		
–	–	–	–	–	–	– –	– –	10 63		
–	6	–	72	387	–	477	6 54	2 53	17 27	
–	–	–	–	–	–	– –	– –	8 0		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* " Great Western."
–	–	–	–	–	–	1	– –	2 55	2 55	
–	–	–	–	–	–	1	– –	2 52	2 52	
–	–	–	3	10	–	17	0 12	13 22	13 34	
–	–	–	–	–	–	–	– –	22 15	22 15	– – This Railway has not been commenced; its length is derived from records in this Department.
–	–	–	–	–	–	– –	– –	0 39	1 38	This length has been derived from former Returns.
–	–	–	–	–	–	– –	– –	0 79		
9	3	–	20	90	–	130	6 48	– –	6 48	
–	–	–	–	–	–	– –	– –	0 42	0 42	This length has been derived from former Returns.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	4	– –	30 43	30 43	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
391	81	19	3,307	19,051	197	23,852	662 35	2,478 71	3,141 26	

SCOTLAND.

RETURN of the Number and Description of Persons employed on each Line and Branch Line of RAILWAY in *Scotland*, of each such Line or Branch Line on which the Works were in Progress, and the Length on which

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Aberdeen	-	–	–	–	–	–	–	–	–	–
Alford Valley	9 & 10 Vic. c. 134	–	–	–	–	–	–	–	–	–
Alford Valley	19 Vic. c. 40	1	–	1	–	–	–	–	–	1
Arbroath and Forfar	-	–	–	–	–	–	–	–	–	–
Ayr and Dalmellington (formerly the Ayrshire and Galloway) Railway	10 Vic. c. 10 16 & 17 Vic. c. 148	–	–	–	–	–	–	–	–	–
Ayr and Maybole	17 & 18 Vic. c. 146	1	1	1	–	–	–	1	–	–
Ayrshire, Bridge of Weir and Port Glasgow Junction.	9 & 10 Vic. c. 237	–	–	–	–	–	–	–	–	–
East Fork at Johnstone	Ditto	–	–	–	–	–	–	–	–	–
Kilbarchan Branch	Ditto	–	–	–	–	–	–	–	–	–
Gryfes Mill Branch	10 & 11 Vic. c. 234	–	–	–	–	–	–	–	–	–
Crosslie Mill Branch	Ditto	–	–	–	–	–	–	–	–	–
Banff, Macduff and Turriff Junction	18 Vic. c. 57	3	1	2	–	3	–	3	1	2
Caledonian:										
Gartcosh Branch	9 & 10 Vic. c. 229									
Branch to Granton	10 & 11 Vic. c. 237									
Lesmahagow Branches	17 & 18 Vic. c. 156	–	–	2	1	1	–	4	2	2
Garnkirk and Coatbridge Branch	17 & 18 Vic. c. 155									
Branch from Wishaw and Coltness Railway	Ditto	–	–	–	–	–	–	–	–	–
Wilsontown Branch	10 Vic. c. 23	–	–	–	–	–	–	–	–	–
Fauldhouse Branch	Ditto	–	–	–	–	–	–	–	–	–
Ponfligh Branch	Ditto	–	–	–	–	–	–	–	–	–
Branch to Biggar and Broughton	Ditto	–	–	–	–	–	–	–	–	–
Canobie Branches	10 & 11 Vic. c. 172	–	–	–	–	–	–	–	–	–
Longtown Branch and Junction	Ditto	–	–	–	–	–	–	–	–	–
Annan and Kellhead Branches	Ditto	–	–	–	–	–	–	–	–	–
Branch across River Clyde, and Glasgow Station	9 & 10 Vic. c. 314 11 & 12 Vic. c. 121	–	–	–	–	–	–	–	–	–
Wishaw and Coltness Railway:										
Clelland Extension and Goodock Hill Branch	9 & 10 Vic. c. 206	–	–	–	–	–	–	–	–	–
Carnbroe Deviation Line	Ditto	–	–	–	–	–	–	–	–	–
Glasgow, Barrhead and Neilston Direct	8 & 9 Vic. c. 192 10 & 11 Vic. c. 90	–	–	–	–	–	–	–	–	–
Greenock Guaranteed Line:										
Carlsdyke Harbour Branch	9 & 10 Vic. c. 143	–	–	–	–	–	–	–	–	–
Pollock and Govan Branch	9 & 10 Vic. c. 188	–	–	–	–	–	–	–	–	–
Shields Bridge Branch	10 & 11 Vic. c. 168	–	–	–	–	–	–	–	–	–
Boghead Branch	11 & 12 Vic. c. 78	–	–	–	–	–	–	–	–	–
Caledonian and Dumbartonshire Junction	9 & 10 Vic. c. 81 10 & 11 Vic. c. 83	–	–	–	–	–	–	–	–	–

SCOTLAND

which has been Authorized, but which was not Open for Traffic on the 30th day of June 1856; distinguishing the Length they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	15 77	15 77	– – The mileage is derived from former Return; the Line appears to have been abandoned.
–	–	–	–	–	–	3	– –	16 57	16 57	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
8	2	–	9	158	–	181	5 16	– –	5 16	
–	–	–	–	–	–	– –	– –	3 0		
–	–	–	–	–	–	– –	– –	1 5		
–	–	–	–	–	–	– –	– –	1 1	6 30	The Secretary states that this Company is defunct.
–	–	–	–	–	–	– –	– –	0 74		
–	–	–	–	–	–	– –	– –	0 30		
12	4	1	6	752	32	822	17 61	0 13	17 74	
							– –	1 48½		
							– –	5 56		
22	1	–	136	545	–	716	20 38	– –		
–	–	–	–	–	–	– –	2 4	1 0		
–	–	–	–	–	–	– –	– –	2 74½		
–	–	–	–	–	–	– –	– –	9 16		
–	–	–	–	–	–	– –	– –	2 10		
–	–	–	–	–	–	– –	– –	7 77		
–	–	–	–	–	–	– –	– –	10 0		
–	–	–	–	–	–	– –	– –	1 40		
–	–	–	–	–	–	– –	– –	9 10	88 52	
–	–	–	–	–	–	– –	– –	0 61		
–	–	–	–	–	–	– –	– –	9 39	– –	– – These lengths are derived from a former Return of the Wishaw and Coltness Railway Company.
–	–	–	–	–	–	– –	– –	0 34		
–	–	–	–	–	–	– –	– –	1 74		
–	–	–	–	–	–	– –	– –	0 16		
–	–	–	–	–	–	– –	– –	0 30		
–	–	–	–	–	–	– –	– –	0 30		
–	–	–	–	–	–	– –	– –	1 34		
–	–	–	–	–	–	– –	– –	26 31	26 31	– – The length of this Company's Line is derived from records in this Office.

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Crieff Junction	16 & 17 Vic. c. 188	–	–	–	–	–	–	–	–	–
Deeside	– – – –	–	–	–	–	–	–	–	–	–
Drumpeller	6 & 7 Vic. c. 63 11 & 12 Vic. c. 53	–	–	–	–	–	–	–	–	–
Dundee and Arbroath	– – – –	–	–	–	–	–	–	–	–	–
Dundee and Newtyle	– – – –	–	–	–	–	–	–	–	–	–
Dundee and Perth and Aberdeen Railway Junction:										
Inchture Branch	10 & 11 Vic. c. 89	–	–	–	–	–	–	–	–	–
Inchmichael Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
East of Fife	18 & 19 Vic. c. 195 19 Vic. c. 24 –	–	–	–	–	–	–	–	–	–
Edinburgh and Bathgate:										
Uphall and Binny Quarries Branch	9 & 10 Vic. c. 332 11 & 12 Vic. c. 116	1	–	–	–	–	–	–	–	–
Barracks Branch	9 & 10 Vic. c. 332	–	–	–	–	–	–	–	–	–
Whitburn Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Extension to Benhar Colliery	11 & 12 Vic. c. 116	–	–	–	–	–	–	–	–	–
Edinburgh and Glasgow:										
Stirlingshire Midland Junction Railway:										
Carron Branch	9 & 10 Vic. c. 165	–	–	–	–	–	–	–	–	–
Falkirk Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Cowlairs Branch	16 & 17 Vic. c. 151	–	–	–	–	–	–	–	–	–
Edinburgh, Perth and Dundee:										
Newport Extension Railway	9 & 10 Vic. c. 136	–	–	–	–	–	–	–	–	–
Newburgh Harbour Branch	10 & 11 Vic. c. 277	–	–	–	–	–	–	–	–	–
Roscobie, Keltyhead and Glencraig Branches	11 & 12 Vic. c. 112	–	–	–	–	–	–	–	–	–
Edinburgh, Leith and Granton Railway:										
Leith Extension Railway	10 & 11 Vic. c. 151	–	–	–	–	–	–	–	–	–
Leith and Granton Junction Railway	10 & 11 Vic. c. 152	–	–	–	–	–	–	–	–	–
Fife and Kinross	18 & 19 Vic. c. 137	1	–	1	1	1	1	2	–	–
Forth and Clyde Junction	16 & 17 Vic. c. 125	–	–	–	–	–	–	–	–	–
General Terminus and Glasgow Harbour:										
Branch to Glasgow and Paisley Line	9 & 10 Vic. c. 130	–	–	–	–	–	–	–	–	–
Branch to Glasgow, Burrhead and Neilston Direct Railway.	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch to Caledonian Railway at Gushetfaulds	10 & 11 Vic. c. 75	–	–	–	–	–	–	–	–	–
Glasgow, Airdrie and Monklands Junction	9 & 10 Vic. c. 263	–	–	–	–	–	–	–	–	–
Branch to Clydesdale Junction Railway	– – Ditto – –	–	–	–	–	–	–	–	–	–
Mile End Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Cowlairs Branch	10 & 11 Vic. c. 245	–	–	–	–	–	–	–	–	–
Glasgow, and South Western:										
Byrehill Branch	10 & 11 Vic. c. 185	–	–	–	–	–	–	–	–	–
Mayfield Branch	16 & 17 Vic. c. 94	–	–	–	–	–	–	–	–	–
Milton Branch	18 & 19 Vic. c. 97	–	–	–	1	–	–	–	–	–
Byrehill Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Glasgow, Dumbarton and Helensburgh	18 & 19 Vic. c. 190	1	–	2	2	3	–	4	–	–
Glasgow, Strathaven and Lesmahagow Direct	9 & 10 Vic. c. 141	–	–	–	–	–	–	–	–	–
Great North of Scotland:										
Huntley to Keith	18 Vic. c. 28	–	–	1	22	6	1	7	–	5
Great North of Scotland (Eastern Extension)	9 & 10 Vic. c. 135	–	–	–	–	–	–	–	–	–
Branch to Peterhead	– – Ditto – –	–	–	–	–	–	–	–	–	–

OPEN IN SCOTLAND ON 30 JUNE 1856—*continued*.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	-	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	0 39	0 39	- - This Railway is the property of the Forth and Clyde Navigation Company.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	1 13	2 22	These lengths have been derived from former Returns.
-	-	-	-	-	-	- -	- -	1 9		
-	-	-	-	-	-	- -	- -	6 55	6 55	
-	-	-	-	-	-	1	- -	1 9	11 74	These lengths have been derived from former Returns.
-	-	-	-	-	-	- -	- -	4 60		
-	-	-	-	-	-	- -	- -	3 29		
-	-	-	-	-	-	- -	- -	2 56		
-	-	-	-	-	-	- -	- -	1 43	4 53	These lengths have been derived from former Returns.
-	-	-	-	-	-	- -	- -	0 68		
-	-	-	-	-	-	- -	1 65	0 37		
-	-	-	-	-	-	- -	- -	3 0	13 28	- - The lengths of these Railways are derived from records in this Department.
-	-	-	-	-	-	- -	- -	0 71		
-	-	-	-	-	-	- -	- -	8 42		
-	-	-	-	-	-	- -	- -	0 20¾		
-	-	-	-	-	-	- -	- -	0 54¼		
6	1	-	-	174	-	188	5 0	9 0	14 0	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	0 39	1 45	
-	-	-	-	-	-	- -	- -	0 49		
-	-	-	-	-	-	- -	- -	0 37		
-	-	-	-	-	-	- -	- -	10 55	17 03	- -The Parliamentary powers for the construction of this Line have expired.
-	-	-	-	-	-	- -	- -	2 69		
-	-	-	-	-	-	- -	- -	0 70		
-	-	-	-	-	-	- -	- -	2 49		
-	-	-	-	-	-	- -	- -	0 40	2 23	
-	-	-	-	-	-	- -	- -	0 58		
2	-	-	9	51	-	63	0 58	- -		
-	-	-	-	-	-	- -	- -	0 27		
49	3	-	188	1,163	-	1,417	18 43	- -	18 43	
-	-	-	-	-	-	- -	- -	15 23	15 23	The Company state that the Line has been abandoned.
8	4	6	169	1,331	-	1,560	12 39	0 11	12 50	
-	-	-	-	-	-	- -	- -	36 65	47 45	This Line has been abandoned.
-	-	-	-	-	-	- -	- -	10 60		

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Inverness and Nairn	17 & 18 Vic. c. 176	–	–	–	–	–	–	–	–	–
Inverury and Old Meldrum Junction	18 Vic. c. 65	1	–	1	1	–	–	–	–	2
Jedburgh	18 Vic. c. 30	2	–	2	4	–	2	3	–	2
Kilmarnock and Troon	–	–	–	–	–	–	–	–	–	–
Leven	15 Vic. c. 95	–	–	–	–	–	–	–	–	–
Monkland:										
Bathgate Branch	16 & 17 Vic. c. 90	–	–	–	–	–	–	–	–	–
Chapel Hall Branch	9 & 10 Vic. c. 179	–	–	–	–	–	–	–	–	–
Morayshire	–	–	–	–	–	–	–	–	–	–
North British:										
Selkirk Branch	9 & 10 Vic. c. 73	–	–	–	–	–	–	–	–	–
Jedburgh Branch	Ditto	–	–	–	–	–	–	–	–	–
Cockenzie Branch	9 & 10 Vic. c. 74	–	–	–	–	–	–	–	–	–
Haddington Branch Extension	10 & 11 Vic. c. 136	–	–	–	–	–	–	–	–	–
Branch to Edinburgh, Perth and Dundee Railway	14 Vic. c. 27	–	–	–	–	–	–	–	–	–
Dalkeith Station Branch	Ditto	–	–	–	–	–	–	–	–	–
Paisley, Barrhead and Hurlet	11 & 12 Vic. c. 155	–	–	–	–	–	–	–	–	–
Branch to Paisley and Renfrew Railway	Ditto	–	–	–	–	–	–	–	–	–
Branch to Kirktonfield	Ditto	–	–	–	–	–	–	–	–	–
Branch to Gateside	Ditto	–	–	–	–	–	–	–	–	–
Branch to New Nitshill	Ditto	–	–	–	–	–	–	–	–	–
Branch to Nitshill Alum Works	Ditto	–	–	–	–	–	–	–	–	–
Branch to Victoria Coal Pits	Ditto	–	–	–	–	–	–	–	–	–
Branch to Househill Wood	Ditto	–	–	–	–	–	–	–	–	–
Branch to Glasgow, Barrhead and Neilston Direct Railway	Ditto	–	–	–	–	–	–	–	–	–
Branch to ditto at Slates	Ditto	–	–	–	–	–	–	–	–	–
Peebles	16 & 17 Vic. c. 78	–	–	–	–	–	–	–	–	–
Perth and Dunkeld	17 & 18 Vic. c. 148	–	–	–	–	–	–	–	–	–
Saint Andrew's	–	–	–	–	–	–	–	–	–	–
Selkirk and Galashiels	17 & 18 Vic. c. 199	–	–	–	–	–	–	–	–	–
Scottish Central:										
Falkirk Branch	8 & 9 Vic. c. 161	–	–	–	–	–	–	–	–	–
Denny Branch	9 & 10 Vic. c. 180	–	–	–	–	–	–	–	–	–
Crieff Branch	9 & 10 Vic. c. 191	–	–	–	–	–	–	–	–	–
Scottish Midland Junction:										
Dunkeld Branch	9 & 10 Vic. c. 75 11 & 12 Vic. c. 72	–	–	–	–	–	–	–	–	–
Gellyburn and Dunkeld Junction	11 & 12 Vic. c. 72	–	–	–	–	–	–	–	–	–
Stirling and Dunfermline	–	–	–	–	–	–	–	–	–	–
Strathtay and Breadalbane	9 & 10 Vic. c. 317	–	–	–	–	–	–	–	–	–
TOTAL (Railways not open in SCOTLAND)	–	11	2	13	32	14	4	24	5	14

OPEN IN SCOTLAND ON 30 JUNE 1856—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
6	-	-	8	108	-	127	4 43	- -	4 43	
4	2	1	50	150	-	222	7 13	0 3	7 16	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	0 43	0 43	
-	-	-	-	-	-	- -	4 56	6 38	13 58	- - The lengths of these Branches have been derived from previous Returns made by the Company.
-	-	-	-	-	-	- -	- -	2 44		
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	5 0	14 64	
-	-	-	-	-	-	- -	- -	7 40		
-	-	-	-	-	-	- -	- -	1 20		
-	-	-	-	-	-	- -	- -	0 55		
-	-	-	-	-	-	- -	- -	0 16		
-	-	-	-	-	-	- -	- -	0 13	- -	- - The lengths of these Branches have been derived from former Returns.
-	-	-	-	-	-	- -	- -	2 27	- -	- - The length of this Main Line is derived from records in this Department; the length returned by the Company is 9 miles 3 chains.
-	-	-	-	-	-	- -	- -	0 49		
-	-	-	-	-	-	- -	- -	1 45		
-	-	-	-	-	-	- -	- -	0 52		
-	-	-	-	-	-	- -	- -	0 79		
-	-	-	-	-	-	- -	- -	0 79	8 63	
-	-	-	-	-	-	- -	- -	0 25		
-	-	-	-	-	-	- -	- -	0 37		
-	-	-	-	-	-	- -	- -	0 50		
-	-	-	-	-	-	- -	- -	0 20		
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	2 27	15 35	- - The lengths of these Lines are derived from records in this Department.
-	-	-	-	-	-	- -	- -	3 49		
-	-	-	-	-	-	- -	- -	9 39		
-	-	-	-	-	-	- -	- -	8 31	9 46	- - The lengths of these Railways are derived from records in this Department.
-	-	-	-	-	-	- -	- -	1 15		
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	9 3	9 3	No Return has been received from this Company.
117	17	8	575	4,432	32	5,300	100 36	328 55	429 11	

IRELAND.

RETURN of the Number and Description of PERSONS employed on each Line and Branch Line of RAILWAY in *Ireland*, each such Line or Branch Line on which the Works were in Progress, and the Length on which

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Bagenalstown and Wexford	17 & 18 Vic. c. 136	1	–	3	2	–	1	1	–	–
Ballymena, Ballymoney, Coleraine and Portrush Junction	16 & 17 Vic. c. 80	–	–	–	–	–	–	–	–	–
Banbridge, Newry, Dublin and Belfast Junction	16 & 17 Vic. c. 208 19 & 20 Vic. c. 34	1	–	2	–	–	–	–	–	–
Belfast and Ballymena:										
Extension to Cookstown	16 & 17 Vic. c. 68	1	1	4	36	4	–	12	1	10
Belfast and County Down:										
Comber to Downpatrick	18 Vic. c. 18	1	1	5	2	5	4	3	3	1
Ballynahinch Branch	18 Vic. c. 18	–	–	–	–	–	–	–	–	–
Newtownards to Donaghadee	18 Vic. c. 18	–	–	–	–	–	–	–	–	–
Bangor Branch	18 Vic. c. 18	–	–	–	–	–	–	–	–	–
Cork and Bandon:										
Extension to Bantry	16 & 17 Vic. c. 202	–	–	–	–	–	–	–	–	–
Branch to Clonakilty	16 & 17 Vic. c. 202	–	–	–	–	–	–	–	–	–
Branch to Skibbereen	17 & 18 Vic. c. 96	–	–	–	–	–	–	–	–	–
Cork and Youghal and Fermoy Branch	9 & 10 Vic. c. 397 17 & 18 Vic. c. 206	3	–	3	–	–	1	14	1	3
Queenstown Branch	18 & 19 Vic. c. 101	–	–	–	–	–	–	–	–	–
Extension at Cork	19 & 20 Vic. c. 33	–	–	–	–	–	–	–	–	–
Cork, Blackrock and Passage:										
Extension to Monkstown	10 & 11 Vic. c. 59	–	–	–	–	–	–	–	–	–
Dublin and Belfast Junction	–	–	–	–	–	–	–	–	–	–
Dublin and Drogheda	–	–	–	–	–	–	–	–	–	–
Dublin and Kingstown	–	–	–	–	–	–	–	–	–	–
Dublin and Wicklow:										
St. Stephen's Green Extension	9 & 10 Vic. c. 160	–	–	–	–	–	–	–	–	–
Dublin, Belfast and Coleraine Junction	9 & 10 Vic. c. 321	–	–	–	–	–	–	–	–	–
Randalstown Branch	Ditto	–	–	–	–	–	–	–	–	–
Ballymoney Branch	Ditto	–	–	–	–	–	–	–	–	–
Dundalk and Blackrock	18 Vic. c. 88	–	–	–	–	–	–	–	–	–
Dundalk and Enniskillen	8 & 9 Vic. c. 96 13 & 14 Vic. c. 76 15 Vic. c. 41 18 & 19 Vic. c. 105	–	–	1	–	–	–	–	4	–
Great Southern and Western:										
Portarlington and Tullamore Extension	10 & 11 Vic. c. 93	–	–	–	–	–	–	–	–	–
Thurles to Cashel Line	7 & 8 Vic. c. 100	–	–	–	–	–	–	–	–	–
Mallow and Fermoy Railway	9 & 10 Vic. c. 194	–	–	–	–	–	–	–	–	–
Clonmel and Thurles Railway	9 & 10 Vic. c. 198	–	–	–	–	–	–	–	–	–
Slievardagh Collieries Branch	Ditto	–	–	–	–	–	–	–	–	–
Junction at Clonmel	Ditto	–	–	–	–	–	–	–	–	–
Irish South Eastern:										
Milford Branch	9 & 10 Vic. c. 168	–	–	–	–	–	–	–	–	–
Kilkenny and Great Southern and Western	9 & 10 Vic. c. 360	1	–	–	–	–	–	–	–	–
Killarney and Valentia	10 & 11 Vic. c. 63 14 & 15 Vic. c. 44	–	–	–	–	–	–	–	–	–

- - - - - - - - IRELAND.

which has been authorized, but which was not open for Traffic on the 30th day of June 1856, distinguishing the Length of they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	2	-	20	90	-	120	6 65	35 27	42 12	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	1	-	-	-	-	4	6 51	- -	6 51	The construction of the works suspended for the present.
-	36	-	67	872	-	1,044	27 31	- -	27 31	
14	14	20	36	250	-	359	18 60 3 40	- -		
-	-	-	-	-	-	- -	- -	9 70	34 67	
-	-	-	-	-	-	- -	- -	2 57		
-	-	-	-	-	-	- -	- -	32 25 8 10 7 0	47 35	
2	-	1	14	199	-	241	9 75	35 71		
-	-	-	-	-	-	- -	- -	5 59	53 11	
-	-	-	-	-	-	- -	- -	1 46		
-	-	-	-	-	-	- -	- -	1 5	1 5	- - The length of this Line has been derived from a previous Return.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	0 18	0 18	
-	-	-	-	-	-	- -	- -	70 0	- -	- - This Line has been entered from former Returns. The Solicitors of the Company state that the Parliamentary powers for the construction of the Line have expired.
-	-	-	-	-	-	- -	- -	14 12	88 70	
-	-	-	-	-	-	- -	- -	4 58		
-	-	-	-	-	-	- -	- -	3 24	3 24	
-	-	-	-	-	-	5	- -	26 4	48 35	
-	-	-	-	-	-	- -	- -	22 31		
-	-	-	-	-	-	- -	- -	0 54		
-	-	-	-	-	-	- -	- -	11 0		
-	-	-	-	-	-	- -	- -	16 64	54 67	- - The lengths of these Lines are derived from records in this Department.
-	-	-	-	-	-	- -	- -	15 20		
-	-	-	-	-	-	- -	- -	10 5		
-	-	-	-	-	-	- -	- -	1 4		
-	-	-	-	-	-	- -	- -	1 23	1 23	- - The length of this Branch is derived from records in this Department.
-	-	-	-	-	-	1	- -	26 5	26 5	
-	-	-	-	-	-	- -	- -	37 67	37 67	- - The Company state that their powers have expired, and it is not their intention to prosecute the undertaking.

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Killarney Junction	-	-	-	-	-	-	-	-	-	-
Limerick and Castle Connell	18 & 19 Vic. c. 76	1	-	1	-	-	-	-	-	-
Limerick and Ennis Railway	9 & 10 Vic. c. 195 16 & 17 Vic. c. 114	1	-	1	-	3	-	-	-	-
Limerick and Foynes	16 & 17 Vic. c. 168	1	-	4	2	3	1	3	1	1
Londonderry and Coleraine:										
Castle Dawson Extension	16 & 17 Vic. c. 79	-	-	-	-	-	-	-	-	-
Londonderry and Enniskillen:										
Extension in Londonderry	17 & 18 Vic. c. 135	-	-	-	-	-	-	-	-	-
Londonderry, Enniskillen and Sligo	16 & 17 Vic. c. 174	-	-	-	-	-	-	-	-	-
Lough Swilly	16 & 17 Vic. c. 54	-	-	-	-	-	-	-	-	-
Midland Great Western Railway of Ireland:										
Cavan Branch	8 & 9 Vic. c. 119 9 & 10 Vic. c. 210 13 & 14 Vic. c. 88 15 & 16 Vic. c. 137	1	-	5	2	2	1	6	2	-
Liffey Branch	9 & 10 Vic. c. 210 13 & 14 Vic. c. 88	-	-	-	-	-	-	-	-	-
Mountmellick Junction	9 & 10 Vic. c. 197	-	-	-	-	-	-	-	-	-
Newry and Enniskillen	8 & 9 Vic. c. 129 10 & 11 Vic. c. 85 11 & 12 Vic. c. 132	-	-	-	-	-	-	-	-	-
Extension to Quay in Newry	16 & 17 Vic. c. 183	-	-	-	-	-	-	-	-	-
Newry, Warrenpoint and Rostrevor	9 & 10 Vic. c. 245	-	-	-	-	-	-	-	-	-
Portadown and Dungannon	10 & 11 Vic. c. 153 16 & 17 Vic. c. 57	2	1	3	1	1	-	4	1	1
Roscrea and Parsonstown	16 & 17 Vic. c. 113	3	-	2	-	1	2	3	-	-
Templemore and Nenagh	9 & 10 Vic. c. 209	-	-	-	-	-	-	-	-	-
Tralee and Killarney	16 & 17 Vic. c. 189 17 & 18 Vic. c. 142	1	-	4	1	-	1	2	-	1
Ulster:										
Armagh to Monaghan	18 Vic. c. 53	1	-	1	2	2	2	-	-	6
Waterford and Kilkenny	-	-	-	-	-	-	-	-	-	-
Waterford and Limerick	-	-	-	-	-	-	-	-	-	-
Waterford and Tramore	-	-	-	-	-	-	-	-	-	-
TOTAL (Railways not open in IRELAND)	-	19	3	39	48	21	13	43	13	23

OPEN IN IRELAND, &c. ON 30 JUNE 1856—*continued*.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1856.	Length of Line neither Open nor in course of Construction on the 30th June 1856.	Total Length of Line authorized, but not Open on the 30th June 1856.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	2	5 61	- -	5 61	
-	-	-	-	-	-	5	23 66	2 19	26 5	The works are at present suspended.
11	14	-	17	346	-	404	16 60	9 30	26 10	
-	-	-	-	-	-	- -	- -	28 6	28 6	
-	-	-	-	-	-	- -	- -	0 10	0 10	This length is derived from former Returns.
-	-	-	-	-	-	- -	- -	51 0	51 0	The works have not been commenced.
-	-	-	-	-	-	- -	- -	9 37	9 37	The works have not been commenced.
35	20	-	98	894	-	1,066	25 4	- -	28 66	- - * The length of this Line is derived from records in this Department.
-	-	-	-	-	-	- -	- -	*3 62		
-	-	-	-	-	-	- -	- -	3 58	3 58	- - Line not commenced; the length is derived from records in this Department.
-	-	-	-	-	-	- -	1 5	67 7	68 67	- - The Lines entered as in course of construction appear to have been opened for goods traffic.
-	-	-	-	-	-	- -	0 55	- -		
-	-	-	-	-	-	- -	- -	2 41	2 41	- - The length of this Line is derived from records in this Department.
2	1	1	18	814	-	850	13 40	0 75	14 35	
28	-	-	42	640	-	721	23 0	- -	23 0	
-	-	-	-	-	-	- -	- -	20 20	20 20	- - No Return has been received from this Company; the length is taken from the former Return.
-	1	-	-	53	-	64	1 0	20 72	21 72	
71	24	-	182	2,144	-	2,435	16 0	0 55	16 55	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
163	113	22	494	6,302	-	7,321	199 53	620 51	820 24	

COMPARATIVE SUMMARY, showing the Number and Description of PERSONS employed on RAILWAYS, *Open* and *Not* corresponding Period in 1855; also the LENGTH of RAILWAY Open, in course of

RAILWAYS OPEN.

ENGLAND AND WALES.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.
PERSONS employed on Railways OPEN in England and Wales at end of June	1855	135	23	99	261	149	125	721	1,649	271	132	6,661	955
	1856	144	24	111	296	144	133	771	1,801	299	131	6,834	1,024

SCOTLAND.

PERSONS employed on Railways OPEN in Scotland at end of June	1855	39	6	19	51	21	25	75	354	28	14	825	103
	1856	44	5	81	65	37	21	82	406	28	14	934	96

IRELAND.

PERSONS employed on Railways OPEN in Ireland at end of June	1855	30	4	22	44	23	31	27	180	23	7	246	74
	1856	28	4	21	46	21	32	31	208	43	12	273	75

UNITED KINGDOM.

PERSONS employed on Railways OPEN in the United Kingdom at end of June	1855	204	33	140	356	193	181	823	2,183	322	153	7,732	1,132
	1856	216	33	213	407	202	186	884	2,415	370	157	8,041	1,195

RAILWAYS NOT OPEN.

ENGLAND AND WALES.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.
PERSONS employed on Railways NOT OPEN in England and Wales at end of June 1855	73	11	129	116	52	42	254	49
1856	81	9	112	113	41	42	283	45

SCOTLAND.

PERSONS employed on Railways NOT OPEN in Scotland at end of June 1855	13	2	17	26	7	5	27	6
1856	11	2	13	32	14	4	24	5

IRELAND.

PERSONS employed on Railways NOT OPEN in Ireland at end of June 1855	18	3	35	96	24	8	50	6
1856	19	3	39	48	21	13	48	13

UNITED KINGDOM.

PERSONS employed on Railways NOT OPEN in the United Kingdom at end of June 1855	104	16	181	238	83	55	331	61
1856	111	14	164	193	76	59	355	63

Open, respectively, in *England* and *Wales*, *Scotland*, *Ireland*, and *the United Kingdom*, at the end of June 1856, and at the Construction, or neither Open nor in course of Construction, at the same Periods.

RAILWAYS OPEN.

ENGLAND AND WALES.

Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.	Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line Open at the end of June in each Year.	Number of Stations.
												Miles. chs.	
2,570	2,870	2,528	17,503	2,360	1,965	1,202	12,101	5,317	19,544	1,736	80,877	6,167 28¼	2,246
2,688	2,754	2,629	17,867	2,420	1,585	1,685	13,387	4,526	20,946	2,177	84,376	6,355 68¼	2,352

SCOTLAND.

446	472	571	2,994	348	243	141	1,484	1,160	1,616	368	11,403	1,051 34	347
450	444	556	2,204	369	267	163	1,616	1,197	2,260	296	11,635	1,164 33½	387

IRELAND.

141	146	138	750	128	262	279	913	695	1,289	220	5,672	897 29	205
161	184	150	770	146	192	234	956	684	1,705	130	6,106	986 06	224

UNITED KINGDOM.

3,157	3,488	3,237	21,247	2,836	2,470	1,622	14,498	7,172	22,449	2,324	97,952	8,116 11¼	2,798
3,299	3,382	3,335	20,841	2,935	2,044	2,082	15,959	6,407	24,911	2,603	102,117	8,506 27¾	2,963

RAILWAYS NOT OPEN.

ENGLAND AND WALES.

Clerks.	Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction at the end of June in each Year.	Length of Line neither Open nor in course of Construction at the end of June in each Year.	TOTAL Length of Line Authorized but not Open at the end of June in each Year.
								Miles. chs.	*Miles. chs.*	*Miles. chs.*
61	373	72	24	3,740	18,264	155	23,415	550 40½	2,493 47½	3,044 8
80	391	81	19	3,307	19,051	197	23,852	662 35	2,478 71	3,141 26

SCOTLAND.

17	90	40	7	678	5,038	12	5,985	119 42	443 69½	563 31½
14	117	17	8	575	4,432	32	5,300	100 36	328 55	429 11

IRELAND.

32	138	104	16	544	8,068	4	9,146	209 73	663 74	873 67
23	163	113	22	494	6,302	–	7,321	199 53	620 51	820 24

UNITED KINGDOM.

110	601	216	47	4,962	31,370	171	38,546	879 75½	3,601 31½	4,481 27
117	671	211	49	4,376	29,785	229	36,473	962 44	3,428 17	4,390 61

GENERAL COMPARATIVE SUMMARY, showing the Number and Description of PERSONS employed upon all RAILWAYS sponding Period in 1855; also, the LENGTH of RAILWAY authorized at the same Periods, distinguishing

ENGLAND AND WALES.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.	NUMBER AND DESCRIPTION OF													
	Secretaries and Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants and Cashiers.	Inspectors and Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers and Firemen.
TOTAL PERSONS employed ON ALL RAILWAYS (OPEN and NOT OPEN) in England and Wales, and Length of Line, at end of June - - 1855	208	34	228	377	201	167	975	1,649	271	181	6,722	1,328	2,570	2,870
1856	225	33	223	409	185	175	1,054	1,801	299	176	6,914	1,415	2,688	2,754

SCOTLAND.

TOTAL PERSONS employed ON ALL RAILWAYS (OPEN and NOT OPEN) in Scotland, and Length of Line, at end of June - - 1855	52	8	36	77	28	30	102	354	28	20	842	193	446	472
1856	55	7	94	97	51	25	106	406	28	19	948	213	450	444

IRELAND.

TOTAL PERSONS employed ON ALL RAILWAYS (OPEN and NOT OPEN) in Ireland, and Length of Line, at end of June - - - - 1855	48	7	57	140	47	39	77	180	23	13	278	212	141	146
1856	47	7	60	94	42	45	79	208	43	25	296	238	161	184

GENERAL COMPARATIVE SUMMARY, showing the Number and Description of PERSONS employed upon all RAILWAYS LENGTH of RAILWAY authorized at the same Periods, distinguishing the Length Open,

UNITED KINGDOM.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.	NUMBER AND DESCRIPTION OF													
	Secretaries and Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants and Cashiers.	Inspectors and Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers and Firemen.
TOTAL PERSONS employed ON ALL RAILWAYS (OPEN and NOT OPEN) in the United Kingdom, and Length of Line, at end of June - - 1855	308	49	321	594	276	236	1,154	2,183	322	214	7,842	1,733	3,157	3,488
1856	327	47	377	600	278	245	1,239	2,415	370	220	8,158	1,866	3,299	3,382

(Open and not Open) in *England* and *Wales*, *Scotland* and *Ireland* respectively, at the end of June 1856, and at the corre-
the Length Open, in course of Construction, and neither Open nor in course of Construction.

ENGLAND AND WALES.

PERSONS EMPLOYED ON RAILWAYS.										MILEAGE.			
Guards and Breaksmen.	Switchmen.	Gatekeepers.	Policemen and Watchmen.	Porters and Messengers.	Platelayers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line Open at the end of June in each Year.	Length of Line in course of Construction, at the end of June in each Year.	Length of Line neither Open nor in course of Construction, at the end of June in each Year.	TOTAL Length of Line authorized at the end of June in each Year.
										Miles. chs.	*Miles. chs.*	*Miles. chs.*	*Miles. chs.*
2,528	2,360	1,965	1,274	12,125	5,317	21,243	37,808	1,891	104,292	6,167 28¼	550 40½	2,493 47½	9,211 36¼
2,629	2,420	1,585	1,766	13,406	4,526	21,174	39,997	2,374	108,228	6,355 68¼	662 35	2,478 71	9,497 14¼

SCOTLAND.

571	348	243	181	1,491	1,160	3,672	6,654	380	17,388	1,051 34	119 42	443 69½	1,614 65½
556	369	267	180	1,624	1,197	2,779	6,692	328	16,935	1,164 33½	100 36	328 55	1,593 44½

IRELAND.

138	128	262	383	929	695	1,294	9,357	224	14,818	897 29	209 73	663 74½	1,771 16½
150	146	192	347	978	684	1,264	8,007	130	13,427	986 06	199 53	620 51	1,806 30

(Open and not Open) in the *United Kingdom*, at the end of June 1856, and at the corresponding Period in 1855; also, the
in course of Construction, and neither Open nor in course of Construction.

UNITED KINGDOM.

PERSONS EMPLOYED ON RAILWAYS.										MILEAGE.			
Guards and Breaksmen.	Switchmen.	Gatekeepers.	Policemen and Watchmen.	Porters and Messengers.	Platelayers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line Open at the end of June in each Year.	Length of Line in course of Construction at the end of June in each Year.	Length of Line neither Open nor in course of Construction at the end of June in each Year.	TOTAL Length of Line authorized at the end of June in each Year.
										Miles. chs.	*Miles. chs.*	*Miles. chs.*	*Miles. chs.*
3,237	2,836	2,470	1,838	14,545	7,172	26,209	53,819	2,495	136,498	8,116 11¼	879 75½	3,601 31½	12,597 38¼
3,335	2,935	2,044	2,293	16,008	6,407	25,217	54,696	2,832	138,590	8,506 27¾	962 44	3,428 17	12,897 8¾

Board of Trade, Whitehall, July 1856.

James Booth.

RAILWAYS.

A RETURN of the Number and Description of Persons employed on each of the Railways in *England* and *Wales*, *Scotland*, and *Ireland*, respectively, on 30th June 1856, which were at that Date Open for Traffic, and the Length of such Railways: And, similar Return for each Line and Branch Line of Railway which has been Authorized, but which was not Open for Traffic on 30th June 1856—(in continuation of Parliamentary Paper, No. 511, of Session 1855).

(*Mr. Lowe.*)

Ordered, by The House of Commons, *to be Printed,*
26 *July* 1856.

400.

Under 8 *oz.*